

# Navy News

NOVEMBER 1980 10p

## ONE-PORT SAILORS AGAIN?

The Navy is studying the feasibility of introducing a drafting system which would link men with one base port for the whole, or much, of their naval careers. Already it has become clear, however, that many problems would need to be solved before such a scheme for the long-term future could go ahead.

For many years, centralised drafting has meant greater interchange of men between ports — both in ship and shore billets — than in the old days of port divisions when a man often

became a Portsmouth, Plymouth or Chatham rating for the whole of his career.

### Efficiency

Ships are now vastly more complex, calling for specialist operating and maintenance of equipment. At the same time deployments are shorter and overseas bases few.

Already there is some "typing" of ships to ports, with large numbers of whole classes based in one place. Now thoughts have turned to seeing if it is possible to "type" not only ships, but also men with particular skills, to individual base ports.

The aim would be to reduce the enormous load of pre-joining training at present

necessary, to improve efficiency and — highly important from the family point of view — to take some of the domestic uncertainty out of the sailor's life.

The study being carried out forms part of a continuing review aimed at stabilising naval life. A complex range of problems come into the reckoning, including the practical size of base port for this purpose and the future organization of the dockyards (on which a comprehensive Government report has just been published).

No early decision seems likely and a scheme of this kind would need a considerable period to implement. However, if drafting changes along these lines eventually proved possible, it could improve the lives of many in the Navy.

### Ratings on prison duty

Medical personnel from R.N. Hospital Haslar, including a chief and 14 other ratings, took up temporary duty at Frankland Prison, the unfinished, top-security jail near Durham at the end of October.

Because of the prison officers' dispute, the jail has been pressed into early service to house men from police cells.

## DANAE RAISES THE RAFTERS

Determined to get their sea legs despite H.M.S. Danae's delay following major refit at Devonport, members of the ship's company took part in Totnes and District Round Table sponsored raft struggle down ten tortuous miles of the River Dart.

The Danae's recommissioning in mid-September followed a two-year refit, including installation of Exocet, but engine problems have stopped her going to sea.

They did not, however, prevent four crews, seen here with one of their rafts, from braving the Dart. Pic-

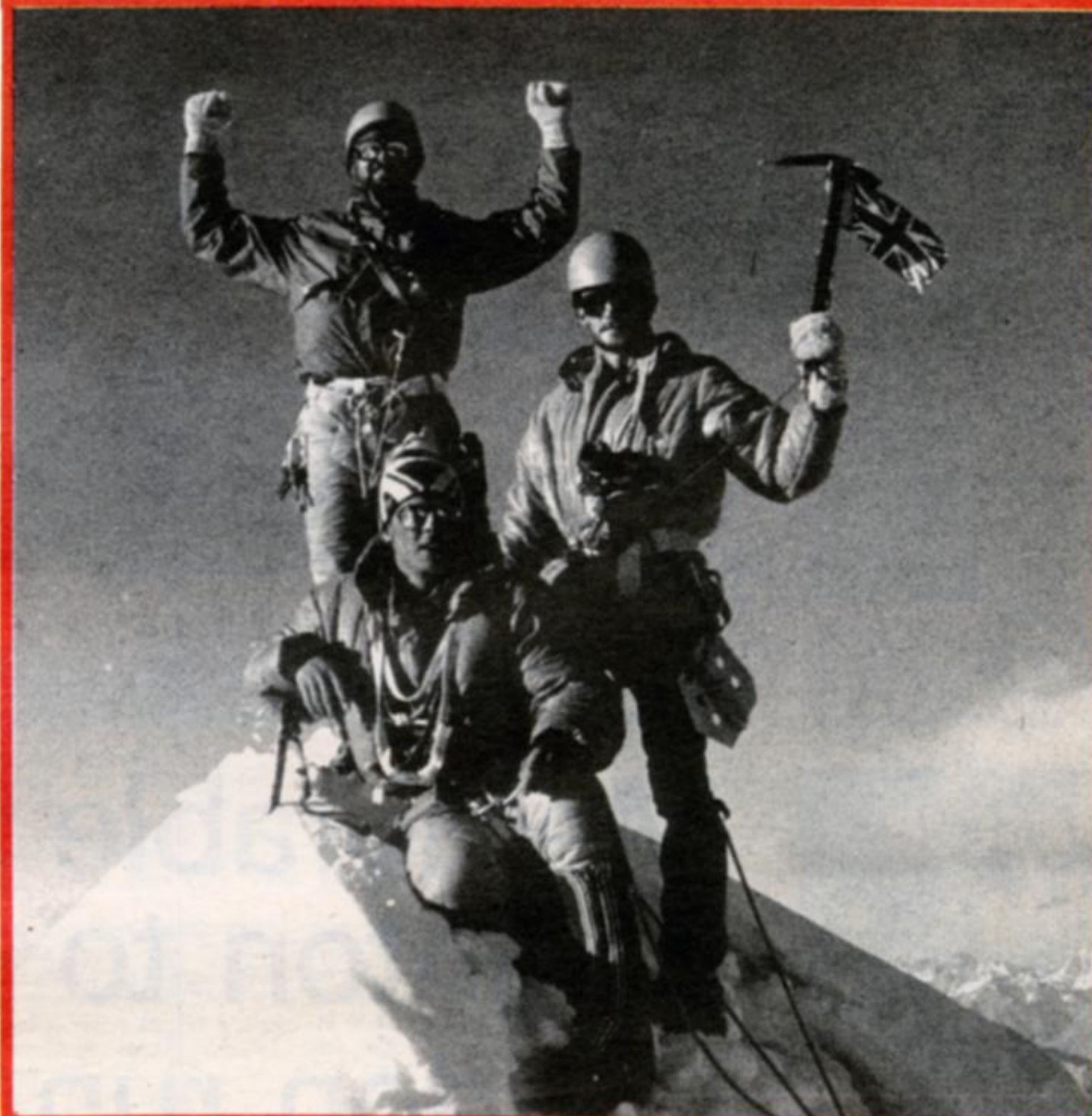
tured are: Lieut.-Cdr. Trevor Waddington, Sub-Lieuts. Mike Green, Peter Jones and Chris Charlton, CWEM(O) Wally Hammond, WEAs Trev Day and "Sharky" Ward, POWEM(R) Pat Patrick, LWEM(O) "Shrimps" Shimplin, LWEM(R) "Jesse" Owen, LMEM(M)s "Brum" Jasper and Norman Barlow, MEM(M)s "Banjo" West, "Bugsy" Baker, "Crummy" Crumpton and Nick Pardoe.

Their combined efforts raised more than £260 for Devon Kidney Unit and other local charities. This brings total money raised for charity over the past year to more than £1,700.

Picture: PO(Phot) Mick Cunningham.



## Triumph and tragedy in the Himalayas



Arms raised in triumph, three Royal Marines, members of the Joint Services expedition to the Himalayas, celebrate on the 20,500ft. summit of Mount Phabrang, which they had reached by climbing the previously unscaled north-west face. The photograph was taken by expedition leader Capt. David Nicholls R.M., and shows Sgt. John Mitchell (45 CDO) standing on the peak, Capt. Pat Parsons (BAAT Nigeria) with ice-axe, and Sgt. Tug Wilson (45 CDO). Soon after, they were to learn that a member of the team had fallen to his death.

## Conquest — then a sad return . . .

Four Royal Marines, all members of a Joint Services expedition to the Himalayas in northern India, have succeeded in climbing the previously unscaled 6,000ft. north-west face of Mount Phabrang.

The expedition, the first to take R.N. and R.M. Mountaineering Club members to the Himalayas, was marred by the death of CPO Garry Thomas (32), who fell while descending the north face of the mountain.

Capt. David Nicholls, R.M., the expedition leader, brought details of the accident when he and other members of the 12-man team returned to the U.K. on October 27.

CPO Thomas, an instructor at the Joint Services Mountain Training Centre at Tywyn North Wales, had reached the summit ridge with three other members of the expedition via the north face. They were prevented from reaching the actual summit by unstable snow conditions, and were on their way back down the 20,500ft. mountain when CPO Thomas slipped and fell 1,500ft. to a glacier.

Although wearing a helmet, he suffered severe head injuries and died the next day.

### Treacherous

Conditions were too treacherous for the body to be taken down the mountain, and the altitude was too great for a helicopter to be called in. Expedition members buried CPO Thomas at the site of their advance base camp, and later returned with a headstone.

The dead man's ice axe was fixed over the grave, and porters climbed down the mountain to find flowers for the simple funeral service.

A memorial service for CPO Thomas, who leaves a wife and two children, was held at J.S.M.T.C., Tywyn, on November 2.

Two four-man teams reached the summit of Phabrang, learning of the tragedy only after they had returned to the advance base camp.

The 12-man team was made up of four Royal Marines, four members of the Royal Navy, and two each from the Army and Royal Air Force. The party included a doctor.



# Under-cover destroyer takes to the water

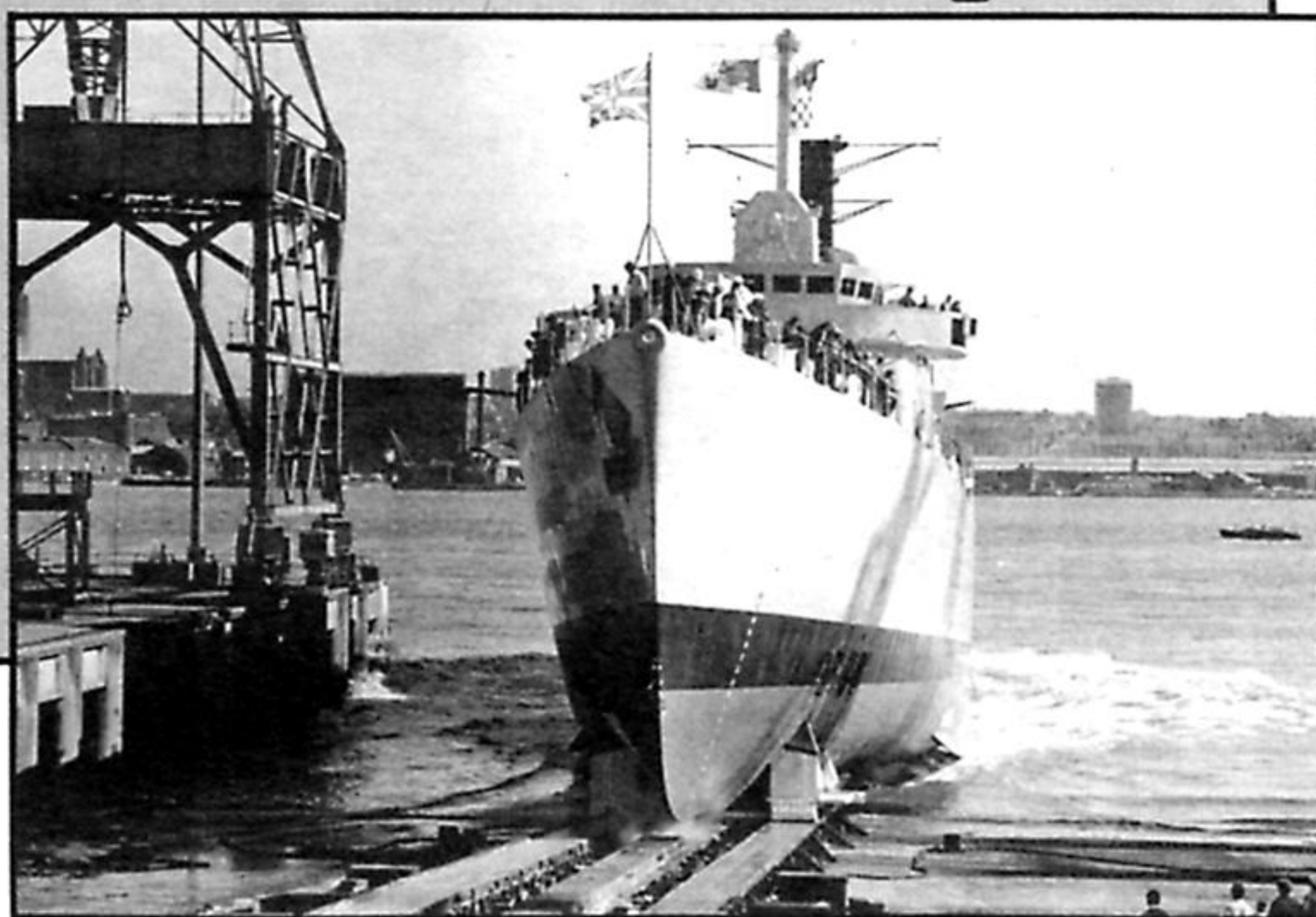
The new H.M.S. Liverpool — the Royal Navy's tenth Type 42 destroyer — is pictured taking to the water at Cammell Laird's Birkenhead shipyard.

As briefly reported last month, the Liverpool was launched at the end of September by Lady Strathcona, wife of the Minister of State for Defence.

The new destroyer is the first to be built under cover for the Royal Navy using what is known as the extrusion process.

At time of launch she was in an advanced stage of fitting out, with all machinery installed and most of her mechanical and electrical systems well progressed.

The launch proved a happy reunion for some of the officers who served in the previous ship of the name during the Second World War.



Among those present were Rear-Admiral F. C. W. Lawson, the damage control officer who helped save the previous ship after her bows

were blown off by a torpedo in 1940; Rear-Admiral T. H. Bradbury; Lieut.-Cdr. Jack Corfield, R.N. (Retd.); Surgeon Lieut.-Cdr. W. Fitzgerald

Picture: Liverpool Daily Post and Echo  
Frazer, R.N.V.R. (Retd.), who was ship's doctor; Cdr. J. Stafford, R.N. (Retd.); Lieut.-Cdr. T. M. Burt, R.N. (Retd.), and Mr. Peter Murphy.

## Forces art goes on parade

Service artists will have another opportunity to have their work shown in London when the Armed Forces Art Society holds its 50th exhibition at the Mall Galleries, The Mall, S.W.1, between February 19 and 27.

As a result of spreading the word, the Navy led the response for the last exhibition with some excellent work.

For next February's exhibition the Society will award a £50 prize for the best work on any subject by a serving member of the Forces not yet elected as an A.F.A.S. member. In addition, there is to be a £200 prize offered by the Racial Electronics group, for the best painting of a military subject by a currently-serving member of the Forces.

Application forms and further details — ready for distribution in December — can be obtained from Col. E. L. L. Vulliamy, Meyricks, Blanford Road, Reigate, Surrey. Letters should be accompanied by a stamped, addressed envelope of the 9in. by 4in. type.

## Rescue ship thanked

The Island-class patrol vessel H.M.S. Lindisfarne has received a special thank-you from the Norwegian town of Stavanger for her part in the rescue work which followed the Aleksander L. Kjeiland oil rig disaster earlier this year.

When the Lindisfarne put into Sandnes, members of the ship's company called on nearby Bryne, twinned with the ship's town of adoption, Alnwick in Northumberland. The warm welcome included a trip to the Phillips Oil Company at Stavanger where the Lindisfarne's commanding officer was presented with a plaque in commemoration of the vessel's mercy work.

During their week in Bryne the Lindisfarne sailors were entertained magnificently by the townspeople.

The visit followed one by the ship to Alnwick where the ship's company were treated to a tour of Lindisfarne Island.

## Memorable Brighton to London run

Visits to London and Brighton provided plenty of variety for the ship's company of H.M.S. Brighton during the autumn.

The trip to the capital coincided with the Queen Mother's 80th birthday and the Brighton, berthed alongside H.M.S. Belfast in the Port of London, became involved in the Royal celebrations.

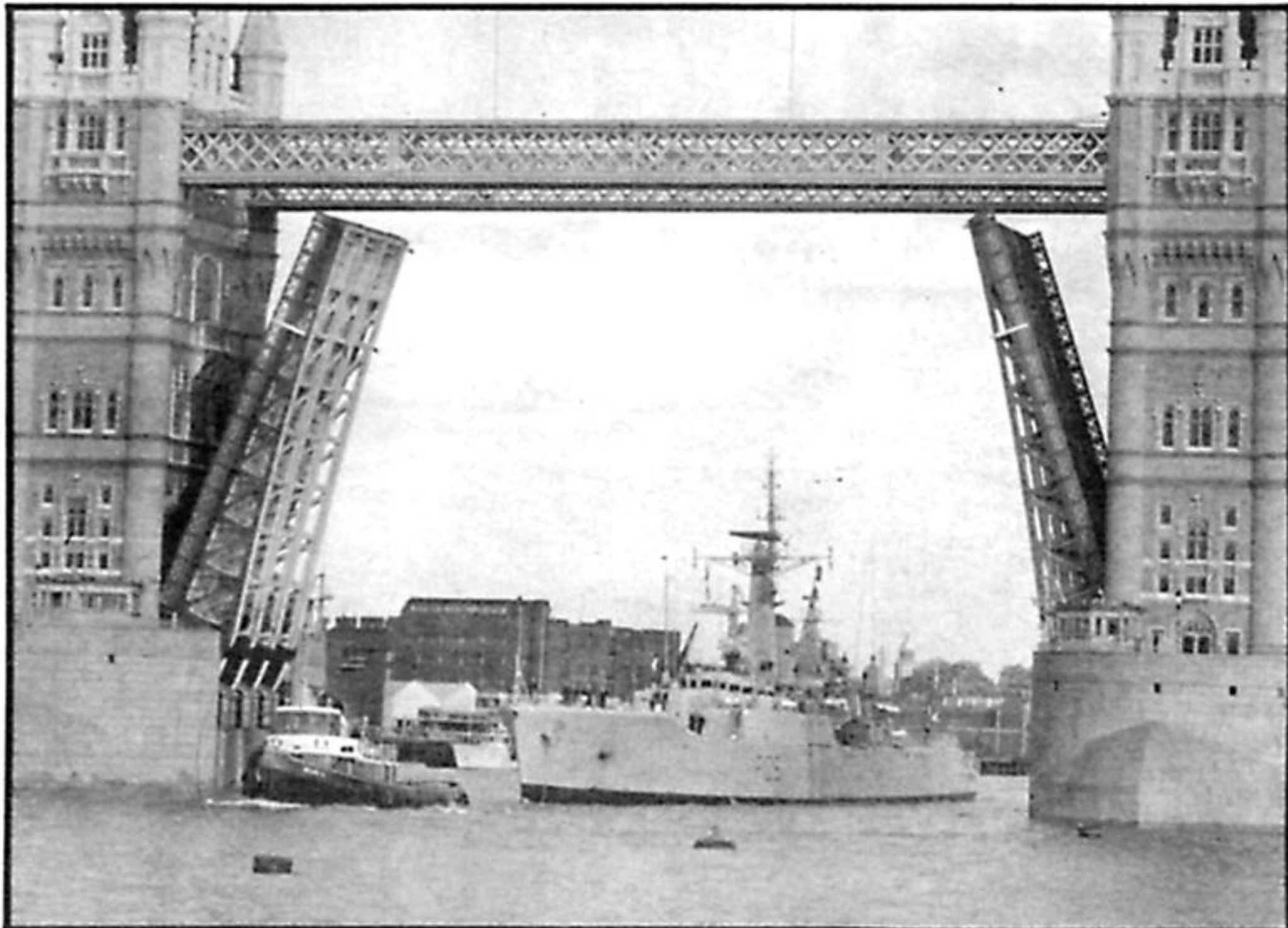
The ship provided a rowing crew for races, and 2,000 people took advantage of free river trips from Westminster Bridge to visit the frigate.

### TRAINING

Next on the agenda was the embarkation of 16 junior officers for navigation training around the South Coast. The students took charge of the ship for a short coastal passage ending with a dummy anchorage exercise.

Most popular anchorage of the week, however, was the one that took place half a mile off Brighton Marina. The Mayor of Brighton, Councillor John Leach, welcomed the commanding officer, Cdr. T. G. Maltby, and presented to every member of the ship's company a special card giving free admission to attractions ranging from the Royal Pavilion to cinemas, discos and sports clubs.

Hamilton Lodge School for deaf children was presented with a cheque for £300 raised on board, and the ship cemented other links with local charities and schools. One of the governors of Hamilton Lodge, Dame Flora Robson, braved a choppy boat trip to visit the ship.



H.M.S. Brighton passes through Tower Bridge during a memorable visit

Although not officially open to visitors, the Brighton did lay on guided tours for several youth organisations, including the local Sea Cadets.

London and Sussex divisions

of the R.N.R. ran liberty boats until the exposed anchorage and worsening weather made the transfer of personnel dangerous.

Finally, a Force 8 gale led to

the cancellation of several engagements and the premature departure of the Brighton back to her operational tasks and a week of syllabus training in her anti-submarine role.

## SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.

LSTD C. E. Lockwood, 3R Alt Mess, H.M.S. Bristol, Portsmouth. Will swap for any squadron, based R.N. air station Cudmore.

AB(M) McCullough, H.M.S. Cambridge, drafted H.M.S. Hermes, Feb. Will swap for any Plymouth ship sea-going or in refit.

LSTD N. J. Hotherhall, National Defence College, Latimer, Chesham, Bucks, HP5 1UD, telephone Little Chalfont 4433. Drafted to staff of Flag Officer Gibraltar to work in CSO's married quarters, due to join Feb. Will swap for any Type 42.

LS Inwood, Accommodation Block, Placewood House, H.M.S. Dryad, drafted H.M.S. Coventry, Feb., Portsmouth. CTT H.M.S. Dryad Dec. 15 to Jan. 30. Will swap for any Plymouth ship.

LWEM(O) Sage, 3Q Mess, H.M.S. Cardiff, due foreign deployment Jan. Will swap for southern shore base or ship in refit.

POMEM(M) G. Chaney, H.M.S. Aurora, Will swap for any ship except Ikara Leander.

CK C. Hosking, R.N. air station Cudmore, drafted H.M.S. Leander, Dec., Plymouth refit. Will swap for any sea-going Plymouth ship.

MEM(L)1 Manley, H.M.S. Pembroke, Arson 262 Mess, Chatham FMG. Will swap for Plymouth FMG or ship in refit.

STD M.A. Windsor, A.I.B., H.M.S. Sultan, drafted H.M.S. Pollington, March, Rosyth. Will swap for any G.M.D. in refit or minesweeper, Portsmouth.

MEM(L)1 J.P. McGee, Hawkins, 19 Mess, H.M.S. Drake, drafted H.M.S. Antrim, Jan. Will swap for any Devonport ship, preferably Leander.

LSTD J.M. Gilbert, 2 Mess, H.M.S. Tartar, drafted H.M.S. Rothesay, Jan., Rosyth. Will swap for any Portsmouth or Devonport ship.

AB(M) S.D. Leary, H.M.S. Rame Head, Whale Island, Portsmouth, drafted H.M.S. Yarmouth, Rosyth, Dec. Will swap for any ship not Rosyth based.

WEM(O)1 Heesom, 3E2 Mess, H.M.S. Sirius, drafted H.M.S. Frile, Jan. Will swap for

any Plymouth shore base or ship.

SEA(M) D. Oliver, DM(TAS) Mess, H.M.S. Dido, deploying 1981. Will swap for any Portsmouth or Chatham sea-going ship.

POWEM(R) Hann, PO's Mess, H.M.S. Euryalus, Devonport. Will swap for frigate or above, Rosyth, Portsmouth areas.

AB(R) Singer, Alt Mess, H.M.S. Upton. Will swap for any Nav's yco. on frigate or larger sea-going ship.

AB(M) M. Turner, Main Gate, H.M.S. Caledonia, Ext. 2802 or 2806 drafted H.M.S. Lowestoft, Jan. Will swap for any Rosyth ship.

WEM(R) MILLS, 117 Mess, H.M.S. Cochrane, Rosyth, drafted H.M.S. Lowestoft, Portsmouth, Jan. Will swap for any Rosyth ship, or one due to be based there. Must be T.P. trained.

AB(M) Snowden, Rosyth (FMO 2270), drafted H.M.S. Bulwark, Jan. Will swap for any Rosyth shore base or ship.

WEM1 Newman, CPO's Mess, H.M.S. Tartar, drafted Rosyth FMG (Static), Jan. Will swap for any shore base or ship in refit, Portsmouth. Contact: H.M.S. Tartar or Gosport 22892.

MEM(L)1 R. Filby, CPO's Mess, H.M.S. Caledonia, on loan to Instructional Staff of HTS Eastbourne. Will consider any draft.

ALWEM(R) D. B. Smith, Main Gate, H.M.S. Nelson. Will consider any sea draft, until joining H.M.S. Collingwood early Feb.

AB(R) A.V. Bateson (ADAWS trained), Placewood House, H.M.S. Dryad, drafted H.M.S. Glasgow, Portsmouth, Dec. Due foreign deployment 1981. Will swap for any Portsmouth ship, refitting or not due to deploy.

WEM(O)1 Tinsley, H.M.S. Penelope, Devonport. Will swap for any Rosyth draft. Replies: Hawkins 31 Mess, H.M.S. Drake.

MEM(M)1 L.H. Steel, Barrack guard, H.M.S. Drake. Will swap for any Devonport frigate deploying, preferably U.S.

STD G.L. Hughes, 2 Mess, H.M.S. Hubberton, drafted H.M.S. Caledonia, Nov. Will swap for any Portsmouth ship or shore base.

AEM(M) Ives, 737 Squadron R.N. air station, Portland, drafted WX5 PFE H.M.S. Heron. Will swap for Portland or Cudmore draft.

RO1(G) S.D. Witham, CINCFLEET Common, H.M.S. Warrior, drafted H.M.S. Sheraton, March. Will swap for any draft London area or Chatham, Portsmouth frigate, not deploying.

AB(EW) Morton, 3N Mess, H.M.S. Kent, drafted Gibraltar Feb. Will swap for any Portsmouth / Chatham shore base or ship in long refit.

MEM(L) McPeake, 3M Mess, H.M.S. Dido, home waters not sailing until Jan. Will swap for any Rosyth, Devonport or Chatham ship deploying 1981.

RO1(G) G.M. Spencer, 3P comms. Mess, H.M.S. Rhyll, home waters and D.E.D. until 1982. Will swap for any ship deploying Far East.

LMEM(M) D. Hamilton, 3K Mess, H.M.S. Euryalus, Devonport, deploying 1981. Will swap for any Rosyth ship.

LMEM(M) Woodward, H.M.S. Sultan, due draft to H.M.S. Shavington, Rosyth. Will swap for any Portsmouth ship, preferably diesel.

LWTR Lewine A011 FOST Portland (Ext. 2390), drafted H.M.S. Illustrious April 1981. Will swap for any Plymouth ship.

STD L.A. Utchanah, J/Rates Mess, H.M.S. Bulldog, Portsmouth, due foreign deployment, November. Will swap for any Portsmouth shore base, or ship due refit or H.M.S. Warrior.

AB(M) T. Wise, H.M.S. Hermes, Keppel Block, H.M.S. Nelson. Will swap for Type 42 or Type 21 Portsmouth or Plymouth or any Leander, Plymouth. H.M.S. Hermes refitting until May, 1981.

STD P.J. Waygood, Admiralty House,

Mount Wise, Devonport, drafted H.M.S. Wotton, Rosyth, March. Will swap for any Plymouth ship.

PO(M) A. Roberts, H.M.S. Raleigh, drafted H.M.S. Penelope, Jan. Chatham. Will swap for any Plymouth ship. Tel. Raleigh Ex 235.

ALMEM(M) Dellow, 25 Rodney Close, Rowner, Gosport, Hants, serving in H.M.S. Hermes. Will swap for any ship or shore base anywhere.

LWRENRO Monks, 37 Grangecroft Road, Westcliff, Portland, Dorset, drafted H.M.S. Warrior, Northwood, March. Will swap for any Portsmouth draft or R.N. air station except Prestwick.

AB(R) Hitchen, 27 Blockmakers Court, Chatham, Kent, telephone 0634 - 402634, drafted H.M.S. Achilles, Jan., deploying late spring. Will swap for any Chatham or Portsmouth survey ship, preferably Chatham.

POM(O) J. T. Thompson, c/o Senior Rates Mess, H.M.S. Excellent, drafted H.M.S. Yarmouth, Rosyth, Dec. Will swap for any Devonport or Portsmouth ship or shore base.

PO(M) M. A. Thickett, Senior Rates Mess, H.M.S. Excellent, drafted H.M.S. Cambridge, Dec. Will swap for any Devonport or Portsmouth ship or shore base.

AB(M) Moughton, 3Q Mess, H.M.S. Coventry, drafted H.M.S. Dolphin, Jan. Will swap for H.M.S. Excellent or H.M.S. Vernon.

PO(M) M. J. Budd, c/o Senior Rates Mess, Fraser Gunery Range, drafted H.M.S. Yarmouth, Rosyth, Dec. Will swap for any Portsmouth or Chatham ship.

AB(R) Swanwick, PT Store, H.M.S. Cochrane, Rosyth, drafted H.M.S. Plymouth, Feb., due Rosyth base. Will swap for any shore base or ship in refit in South. Telephone Rosyth 3018/3390.

MEM(M)1 Robinson, 3K Mess, H.M.S. Diomedes, Portsmouth. Will swap for any Chatham draft.

LS(R) J. Donnelly, Placewood House,

H.M.S. Dryad, drafted H.M.S. Yarmouth, Rosyth, Jan. 6. Will swap for any Plymouth ship (manual).

LRO(G) C. Knott, R.N.R.A.F. Commcen, Mountwise, Plymouth, drafted H.M.S. Cygnet, Rosyth, Jan. Anything considered, contact Comms. Reg. Office, Mountwise.

ALRO(T) Mayley, Junior Rates Mess, H.M.S. Peterel. Will swap for any Type 12 or Leander, preferably Portsmouth, but not essential.

AB(R) Monger, 3E Mess, H.M.S. Ambuscade. Will swap for any ship or shore base, Portsmouth area.

SA Stewart, Stores Office, H.M.S. Euryalus, drafted H.M.S. Cochrane, Rosyth, Feb. Will swap for any ship or shore base, Devonport area.

LS(M)QR2 R. W. Donkin, 11 Mess, H.M.S. Rame Head, Whale Island, drafted H.M.S. Plymouth, Chatham refit then Rosyth. Will swap for any ship not based Rosyth.

SA A. Gale, c/o Naval Stores, H.M.S. Plymouth, refitting, then Rosyth based. Will swap for any Plymouth ship.

LMEM(M) Ketcher, 3Q Mess, H.M.S. London, deploying late 1981. Will swap for any Plymouth ship.

STD G. F. Holt, 4 Mess, H.M.S. Hecla, deploying Jan. Will swap for any ship not deploying or in refit Devonport.

LMEM(L) P. D. Thickett, J.S.S.C., H.M.S. Dolphin, telephone Portsmouth Dockyard 44484, drafted H.M.S. Fearless, refitting Newcastle until Sept. 1981, base port Portsmouth. Will swap for any frigate or small ship, Portsmouth.

RO1(G) S. Finch, 3R Mess, H.M.S. Phoebe, drafted H.M.S. Yarmouth, Feb. Will swap for any sea-going ship or one refitting, Plymouth.

MEA(M)2 P. J. Watkins, H.M.S. Ardent, deploying early Dec. Will swap for FMB Devonport, or Type 21 not deploying, or any shore base. Telephone Portsmouth 707098.

RO1(G) Brown, 15 Brunswick Road, Cattedown, Plymouth, drafted H.M.S. Yarmouth, April. Will swap for any Devonport ship. Will go early.

STD M. Stackhouse, H.M.S. Bickington, Rosyth sweeper. Will swap for any Portsmouth sweeper or Chatham ship not deploying.

LS(M) M. Thynne, 146, Farmside Gdns, Hisea, Portsmouth, Hants, drafted H.M.S. Penelope, refitting Plymouth until August, then Chatham. Will swap for any Portsmouth ship or shore base.

LWTR P. J. McDonald, Registry, H.M.S. Cambridge, Wembury, Nr. Plymouth, 18 months to go. Will swap for any draft.

STD G. R. Smith, 3K2 Mess, H.M.S. Intrepid, drafted H.M.S. Dauntless, Feb. Will swap for H.M.S. Osprey.

## Top-flight store check

First Sea Lord, Admiral Sir Henry Leach, spent more than five hours touring the Royal Naval Store Depot, the Service's main electronic ships equipment and spares establishment at Copenacre, Wiltshire.



## FILMS FOR THE FLEET

# Grand finale for Sellers

Many tributes have been paid to Peter Sellers since his death earlier this year, but his greatest memorial was of his own making — the film "Being There," premiered a short time before his fatal heart attack.

He plays an ageing, illiterate gardener whose simple view of life, the world, and the ebb and flow of the seasons is an anachronism in a society so complex that nothing is accepted on face value.

The gardener's ponderous platitudes are interpreted as profound dictates and he finds unsought disciples in high places. Hailed as a sage and saviour, he is hustled on to the road to the United States presidency.

### Poignant

The film's pathos, which accompanies the satire and comedy, makes it a poignant finale to Sellers' work. The posthumous applause will not fade quickly.

"Being There," released to the Fleet this month by the Royal Naval Film Corporation, also stars Shirley MacLaine and is

directed by Hal Ashby. The full list of newly released films comprises:

**The Secret Policeman's Ball (AA)** — John Cleese, Peter Cook, Billy Connolly. This film of the 1979 Comedy Gala at Her Majesty's Theatre leaves no side unsplit by its barrage of irreverent humour. The show was organised and directed by Cleese to raise funds for Amnesty, the worldwide human rights organisation. ITC. No. 760.

**The Big Red One (AA)** — Lee Marvin. A U.S. infantry sergeant leads a battle-hardened group of soldiers through unremitting carnage in the Second World War. ITC. No. 761.

### Boer War

**Breaker Morant (A)** — Edward Woodward, Jack Thompson. Harry "Breaker" Morant figures in one of the most controversial courts martial in history, against the background of guerilla tactics in the Boer War. Viscom. No. 762.

**Being There (AA)**. ITC. No. 763.

**Time After Time (AA)** — Malcolm McDowell, David Warner. London 1893, and a young and eager H. G. Wells unveils his newest creation — a time machine. Columbia-EMI-Warner. No. 764.

## Just for show

H.M. submarine Ocelot was definitely not for sale when she called at the Southampton Boat Show — despite the efforts of lovely local sisters Andrea and Alex Payne.

Just to show there were no hard feelings the girls, students at Southampton Technical College, were given a tour of the patrol submarine which was open to visitors at Western Docks.

Here Alex (right) and Andrea are involved in a spot of fraternisation with MEM Ian McFarlane (left) and AB Steve Mullins.



## Vicki's Navy News coverage

Vicki Anderson — who as you can see keeps abreast of naval events by reading Navy News — is a favourite pin-up with men of 59 Commando Royal Marines. Their appreciation does not go unnoticed by Vicki, who recently visited the unit in Northern Ireland.

Picture: PO(Phot)  
Pete Holdgate





## DRAFTY'S CORNER

## Deal yourself the right cards!

Despite many pleas in these columns, we do not appear to have put across to our readers the idea that Drafting Preference Cards (C230) should be rendered on specific occasions as shown in BR 14 Article 0304 and at any time you wish to inform Drafty that your personal circumstances have changed.

Probably half of the grumbles we receive about people getting a draft they do not want stem from out of date information on a Drafting Preference Card.

If you are not sure what you put on your card, please ask your Divisional Officer to show you the copy kept with your service documents.

The headline in August 1980's Letters to the Editor read "Are Non-preference Drafts Increasing?" and the letter beneath contained a plea which could well have been made by anyone in the unhappy position of returning to shore from a sea job but not to his preference area.

To answer the queries raised, I will start by dealing with the two main points of the letter.

## ES billets

Firstly, the suggestion was made that Extended Service personnel are filling base port billets. There is obviously a danger that this could happen if we failed to keep careful control of the situation. In fact we could fill Devonport twice with ES volunteers.

At present, however, we are only allowing Extended Service in popular

preference areas in newly designated billets. Existing billets are being filled by Active Service ratings or left gapped.

Whatever we may do in the future, the aim will be to avoid any reduction in the achievement of preference for Active Service ratings.

## Sea bill

That leads me to the other main point. We in Naval Drafting Division have two bills to fill. Firstly we fill the Sea Bill from the top of the sea roster. This must be completely filled as long as we do not draft men to sea who have not achieved a certain pre-determined Minimum Time Ashore.

Then we turn our attention to the shore bill. We attempt to share out the remaining manpower between the many shore establishments. Were we merely to satisfy preferences, this would top up some areas and leave others painfully short.

Obviously we have to level out this over/under bearing so that all establishments can operate efficiently.

This is where the temptation to use ES men could be most attractive. So we have gaps in Devonport, why not fill them with ES? We must turn this option away, because it could mean that more

men would be available to go away to the less popular areas until in the end Devonport was full of ES men.

The final paragraph of the letter suggested extending shore time to make up for time out of preference. There are many problems which would have to be resolved before such a system could be contemplated, such as:

- The definitions of "in preference," "out of preference" etc. would have to be made very watertight to prevent abuse.
  - Similarly awarding a man in a ship running out of a non preference port some additional roster adjustments would need to be considered.
  - Whether extended shore time should be applicable to out of preference generally or just in the case of long distances — for instance, what about a Portsmouth man serving in Portland?
- Rest assured that these and other questions are being examined now, and if we can find an acceptable system which at the same time improves the already high achievement of preference, we will move to it.

The remainder of Drafty's Corner is mainly of interest to the ME Sub Branch.

Shortages in the POMEM(M) category are starting to become less acute and it is hoped that achieved times ashore will lengthen to 18 months over the next year. Two extra short courses are now in being: a course of 1½ days on Tender Stores Accounting in H.M.S. Pembroke for minesweeper POMEMs(M); and courses on diving and damage control breathing apparatus maintenance for POMEMs required to fulfil the maintainer's task in ships and establishments.

## Mechanicians courses

It is easy to be thrown by the training jargon when trying to understand the newly formed Mechanicians Qualifying Courses in H.M.S. Sultan. All these courses will have an "enabling module" before actual course start date. An enabling module is an addition to the course to allow candidates of very different backgrounds to reach a common starting point in subjects which they will be studying during a combined course.

More simply, it is to give the ML candidates a bit of electrics, the ELs some training in auxiliary machinery operation and the Ls a minimum of Engineering Science.

"Does he look like somebody who wants to go to sea?"



## Memorial concert in February

The Massed Bands of the Royal Marines will present the Mountbatten Concert in the Royal Albert Hall on the evenings of February 4 and 5 next year. A wide selection of traditional military music will be included.

Proceeds will go to selected charities and R.M. charities.

The ticket office will open on December 1 and early applications will be dealt with in order of arrival from that date.

● Prices are: Arena, £3.50 and £2.75; stalls, £4.50; loggia (10 seats per box), £4.50; second tier (five seats per box), £3; balcony, £1.25; middle and upper orchestra, £2; gallery, 50p. Orders for tickets should be accompanied by a stamped, addressed envelope and a cheque or postal order crossed and made payable to: The Royal Marines Concert Fund. The orders should be sent to: The Royal Marines Concert Office, Department of CGRM, Ministry of Defence, Old Admiralty Building, Whitehall, London SW1A 2BL.

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## Sealion's welcome

H.M.S. Sealion comes home to a traditional submariners' welcome — a hail of spuds and a hefty squirt with a hose. The "party" was to mark the end of the 20-year-old submarine's fourth commission.

Flying her paying-off pennant, she came alongside H.M.S. Dolphin and was met by a broadside from H.M.S. Odin (left). But the Sealion won the day with a well-timed pincer movement by a shore party landed to spray the Odin from the left, and a water cannon manned by Lieut. Dick Seekins. The courtesies over, Lieut.-Cdr. Mike Gilbert brought the Sealion alongside to await refit.



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## Aussies on course in Vernon

Six Royal Australian Navy officers started a mine counter-measures and clearance diving course in H.M.S. Vernon last month. The course, the first for the R.A.N. in Vernon, consists of nine weeks of intensive study with additional training in Scotland and Ostende.

R.A.N. exchange officer Lieut. Neil Bell, who is serving in the Minewarfare Section in Vernon, was on hand to make his fellow countrymen feel at home.



# SHIPS OF THE ROYAL NAVY

## No. 300



## Cruiser that brought a fleet to book

Two other Royal Navy ships have borne the name Cardiff, the second of which took pride of place in one of the most dramatic events in naval history.

It fell to her, a light cruiser, to lead the German High Seas Fleet to their surrender rendezvous on November 21, 1918. Describing the scene, Admiral Rodman U.S.N. said that the Cardiff reminded him of a child leading by the nose a herd of fearsome bullocks.

Commissioned in 1917, the Cardiff saw her first action at the Battle of Heligoland Bight. After the German surrender she led the Sixth Cruiser Squadron to the Baltic to support the Latvians and Estonians against the Bolsheviks.

### Gunnery training

During the Second World War she was a gunnery training ship in the Clyde areas. She was scrapped in 1946.

The first Cardiff was originally a 360-ton Dunkirk pirate ship captured by the British in the North Sea in 1652 and renamed Cardiff to commemorate the capture of Cardiff Castle during the Civil War. She was sold in 1658 after taking part in the Dutch War.

### FACTS AND FIGURES

Displacement: 4,100 tons. Length: 412 ft. Beam: 47 ft. Draught: 19 ft. Armament: Sea Dart surface-to-air missiles with surface-to-surface capability, fired from twin launcher; six anti-submarine torpedo tubes; one 4.5 in. Mk. 8 gun; two 20mm Oerlikon guns. Aircraft: Lynx Mk. 2 helicopter capable of launching anti-submarine torpedoes. Propulsion: Two Rolls-Royce Olympus gas turbines for full power producing 56,000 s.h.p.; two Rolls-Royce Tyne gas turbines for cruising producing 8,500 s.h.p.; two shafts. Speed: 30 knots; 18 knots cruising. Range: 4,000 miles at 18 knots. Complement: 280.

## CARDIFF GOES IN AT THE DEEP END

H.M.S. Cardiff, the Royal Navy's sixth Type 42 destroyer, is all set for her first transatlantic deployment following a year bristling with activity. During her first 12 months in the Fleet she has steamed more than 13,000 miles, completed machinery and weapons trials, come through basic operational sea training and visited Cardiff city and the Tyne.

She has taken part in a rescue mission, made her first foreign visit, appeared in Navy Days at Portsmouth and Portland, starred in radio and TV programmes, and welcomed tens of thousands of visitors on board.

During her visit to South Shields the Swan Hunter men who had fitted her out at Hebburn-on-Tyne were given an opportunity to show off the ship to their families; in Cardiff firm links were established with

the destroyer's parent city, more than 7,000 people visiting "their" ship.

More than £1,000 has been raised by the Cardiff for charities in the Welsh city, most of the cash being collected following a sponsored dinghy row along inland waterways between Newcastle and Cardiff, and a sponsored cycle ride from Portsmouth to the Welsh capital.

The ship has been on B.B.C. and Independent TV, has featured in Radio 1 and Radio

Newcastle programmes, and has starred in her own programme on B.B.C. Radio Wales.

In October she ventured abroad for the first time, visiting Ghent in Belgium before a fortnight of Sea Dart firing trials off the South Wales range of Aberporth.

### Celebration

While in the area she took the opportunity to return to Cardiff to take part in the celebrations to mark the community's 75th anniversary of being granted city status.

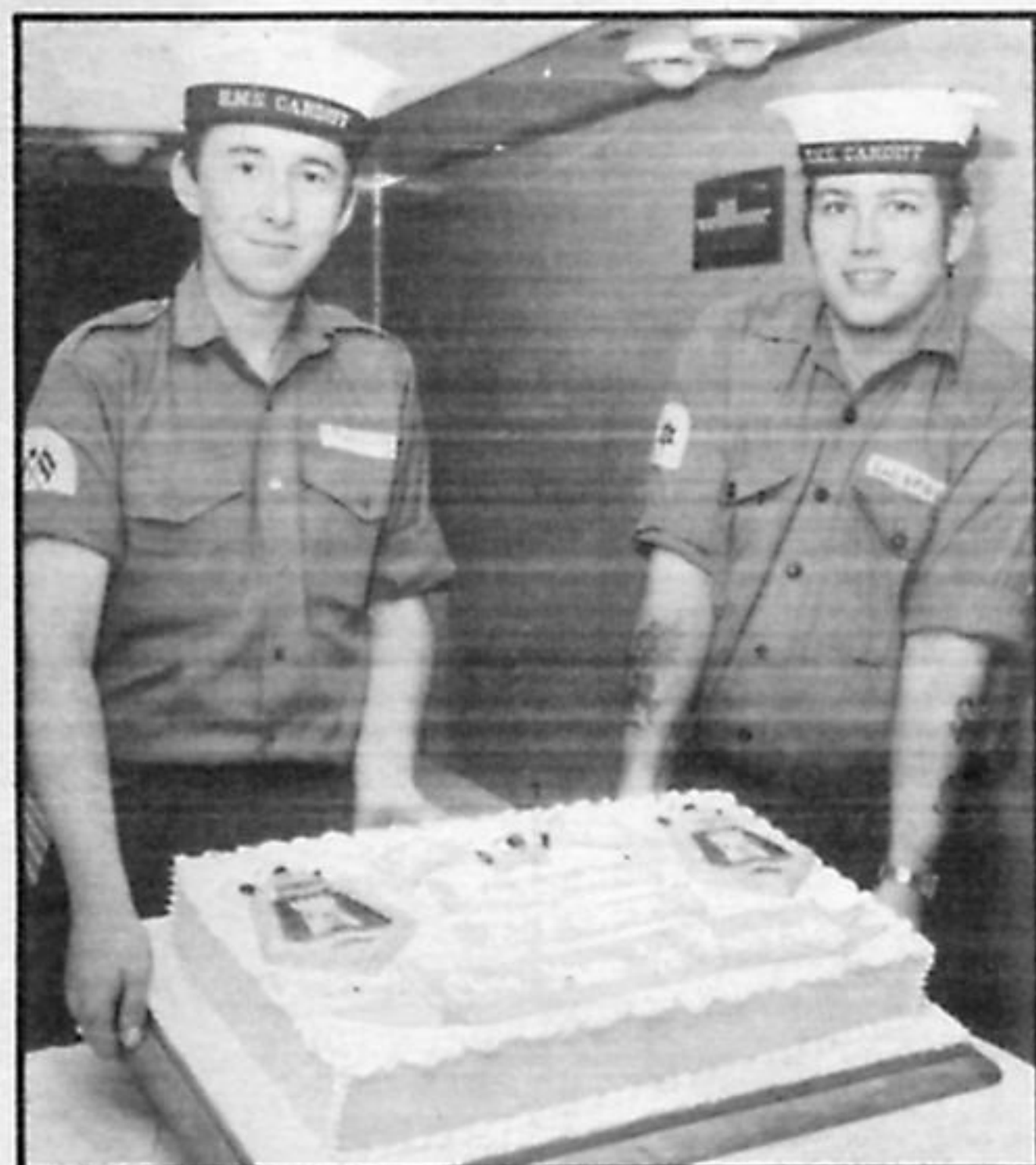
A total of 17,300 visitors were welcomed on board during Navy Days at Portsmouth and Portland, while on the sports field the Cardiff reached the final of the Midi-Ships Rugby Competition and beat a team from Llandaff Rugby Club.

Saddest duty for the ship came when she was called upon to co-ordinate the search for survivors of the m.v. Pool Fisher which sank off the Isle of Wight a year ago with the loss of most of her crew.

### Air defence

H.M.S. Cardiff, under the command of Capt. Barry Wilson, was built by Vickers at Barrow-in-Furness, launched in 1974 and fitted out at Hebburn. She was commissioned at Portsmouth in October last year.

The Cardiff's main role is to defend sea forces from air attack, and to carry out that task she is armed with the Sea Dart guided missile system and a semi-automatic 4.5 in. gun. To counter the submarine threat she carries two triple-tubed torpedo launchers and a Lynx helicopter which is also capable of strikes against surface vessels.



Displaying H.M.S. Cardiff's first birthday cake are RO Ian Rogers (left) and SA Stephen Sprudd, both from the Welsh city. They presented the cake to handicapped children at Ely Hospital during the ship's latest visit to the Principality.



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# It's soft at sea — and rough ashore

May I request the arrival of softer, more . . . er pliable toilet paper throughout H.M. Forces. If soluble paper can be used in Her Majesty's ships, surely the same item could be standardised throughout the Services.

Some R.A.F. friends tell me they also have to suffer the paper to which I refer and I take it that, if we both have to use it on shore bases, the same goes for the Army and Royal Marines and — dare I say it — the SAS and other elite forces. — RO1(T) Southwell (sore)

Only one try permitted to guess the paper on which this reader's letter was written. It seems good firm stuff — Editor.

## Just fancy ☐ that!

In your September edition reporting the three ships visiting China for the first time since the Yangtse incident, you mention the ships London and Consort, but make no reference to H.M.S. Concord, which met the Amethyst at the mouth of the Yangtse when she made the signal "Request permission to rejoin the Fleet."

The Concord's reply was, "Fancy meeting you." — C. Farquhar (ex-tel.), Cardiff.

## Rodney ☐ medal

With reference to Mr. J. A. Williams's "Mystery medal" (August issue) I also have such a medal. It was given by the ship, H.M.S. Rodney, for inter-part competitions, and I have had mine now for 48 years. — H. A. Nunn (ex-sergeant, Royal Marines), Bideford.

Another reader, H. T. Lloyd, of Dartmouth, says his 88-year-old father also had a Rodney medal awarded to him. — Editor.

## Story of ☐ Cyclops

In reply to Hugh Macpherson's inquiry re H.M.S. Cyclops (September issue), she was built by Laings as the merchantman ss Indiaburrah, and was brought into the Navy in 1905.

She became a depot ship in 1922 and was brought home from the Mediterranean in 1939. The vessel was anchored off Rothesay where she remained until being broken up in 1947. — H. J. Jenkins, Portsmouth.

# PEA DOO — OR PIG FOOD?

We read with disbelief (October issue) the ingredients of "pea doo" which ex-leading cook S. C. Akerman made in 1944 in R.N. Barracks, Devonport. Thank heavens we were Chatham Depot!

We agree that the numbers victualled during war time changed rapidly, but some of the ingredients which he added were "gash" and should have been put into the

appropriate bin to be collected by contractors for pig food.

I served in the Cookery Branch for 27 years, from cook to warrant cookery officer. I know "pea doo" and how to make it. My wife was a petty officer Wren cook during the war, working in the main galley, sick quarters, in charge of WRNS quarters galleys, and admiral's cook. She has never seen or heard of "pea doo" being made in this way.

We would like to reassure everyone that any "pea doo" we made was from the very best ingredients — in other words the recipe from the "BR5 Manual of Naval Cookery 1930," page 49.

In reply to H. S. Fulbrook's letter (October issue), when I joined the Navy in 1923 basins were issued for use in messes as cups, and were still in use in H.M.S. Vindictive in 1925 on the China Station. — E. G. Kitney and Gladys Kitney, Tenterden, Kent.

## LETTERS TO THE EDITOR

# 'Thumbs-down' for stewards' new rig

To my mind the Navy got it wrong with the new square rig when all Jack really wanted was for it to be loosened around the waist. Now they've got the new steward's rig wrong. Not one steward I've met likes it.

Stewards are seen by many as just sea waiters. So what happens? They change our working uniforms so that we stand out as being different from the rest. My ship held a cocktail party and I was asked if the Navy had employed an outside firm to do the catering — he thought I was a civvy.

I may not be a seaman, but I like to think I am a sailor and pull my weight. This uniform will, I hope, fade away and we can stay dressed as sailors.

On another matter, I read recently about duty-free tobacco and spirit privileges. I think that at least one should go, except when bringing stuff back to

Britain as you would in a civilian ship. I've been in the Navy some time and the biggest cause of tension in any ship I've known is alcohol.

In my view there should be no drinking at sea at all in today's Navy, though I don't think ships should be totally dry. Naafi should run a bar which would open only in harbour and then only the same times as British pubs. They should be divided so that people can have their own little private bars — but not in their own messes.

Officers entertaining could buy wine etc. just as they would from an off-licence, though only in harbour. Admirals and captains would still have their own bars with stewards to look after them. — Steward, R.N., Gosport.

## Retire to ☐ Falmouth

Your readers may be interested to know about Armin House, home for retired seamen, which is run by the British Sailors' Society at Falmouth, Cornwall.

Following an appeal on TV by the actor Peter Gilmore, the society has just spent £16,000 on modernising and redecorating the premises. The smart cabins now have central heating and the home is carpeted throughout. There is a large sitting room, complete with colour television, and a large library room.

To qualify to live there, one has to be over 65, able-bodied,

and an ex-member of the Royal or Merchant Navy. There are 16 bedrooms and, at time of writing, 12 residents.

Anyone interested in further details should write to me — F. W. Newman, Manager, Armin House (Home for Retired Seamen), British Sailors' Society, Bar Road, Falmouth, Cornwall.

## Suffolk's role ☐ with gold

With reference to the "Harrier's gold" letter (October), I had wondered if someone would come up with the part which H.M.S. Suffolk played in the trans-shipment of Russian gold.

As a member of the ship's company of the receiving ship, I can substantiate Mr. Houghton's story. I didn't count the number of cases embarked, but there certainly was an awful lot.

By the way, it is the first time I have seen a mention of that good old cruiser in your paper. Are there any more ex-Suffolks out there? — Jack Sheppard, 7 Wilberforce Road, Southsea, Hants.

## Victory shop ☐ coincidence

On a recent visit to the Victory ship gift shop I was intrigued by the show cases bearing the names of the Kempenfelt and Saumarez. Of all the visitors I must be the only one who served in both ships. — G. E. Hodge (ex-ch. yeoman of signals), Sevenoaks, Kent.

## Keeping ☐ in trim

One hears a great deal of late about the decline in dress standards and the lack of pride in appearance.

In one recent issue of Navy News you published a picture of a senior officer badly in need of a haircut, a senior rate who would do well with a new cap and badge, and the prize of them all — a junior rate in need of having his sideburns trimmed (and, one suspects, a trim to complete). — M. Fogg, CPO, H.M.S. Collingwood.

## New Zealand ☐ spin-offs

Squadron Leader Bob Potgieter, mentioned in your gliding article (August issue) may be interested to know that primarily through his efforts scores of New Zealand youngsters have been taught to glide by my brother Peter.

Bob taught both my brother and I to glide, but Peter until recently held a commission as flight lieutenant in the N.Z. Air Training Corps. The early introduction which Bob gave me to Service life has had a spin-off for the N.Z. Sea Cadet Corps, as I became involved with T.S. Achilles at Auckland, and am now the commanding officer. — Roy Vaughan, shipping correspondent, New Zealand Herald, Auckland.



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We are hoping to take advantage of the prevailing interest in Service insignia to make a collection of unwanted R.N. Army or R.A.F. buttons, badges, medals, crests etc. Many people have an assortment of odds and ends, of not much use in themselves but able when cleaned, sorted and classified into sets to raise some useful cash to help our disabled comrades.

These items should be sent to the Appeals Director, Royal Star and Garter Home for Disabled Sailors, Soldiers and Airmen, Richmond, Surrey. — John Awdry (Lieut.-Col.).

Mrs. Betty Hockey, of 22, Kings Avenue, Christchurch, Dorset, ran a concert party during the war, giving more than 1,000 entertainments to the Forces. She would be interested to hear from any readers who remember the concerts in H.M. ships Zenith, Zealous, Theseus, Cornelia, Jutland, and various shore bases.

Three years before H.M.S. Mermaid was transferred to the Malay Government, my petty officer son serving aboard her gave

me a Mermaid lighter, which I had the misfortune to lose in the River Medina. The loss is most upsetting, and if any reader has a Mermaid lighter they would be prepared to part with, I would willingly buy it from them. — Mrs. G. Mannors, 65, Medina Leisure Park, Whittingham, East Cowes, Isle of Wight.

I have a poem about the exploits of 12 "S" boats sailing from Blyth during the war, the heading being "From H.M.S. Elphin. No mention is made of No. 10. Would any reader have a copy of the complete poem, and know where it originated? — Sid Smith, Hon. Sec. Submarine Old Comrades' Association, 180, Cambridge Street, Anlaby Road, Hull HU3 2EF.

My grandfather, a young sailor aboard The Captain, was among the few saved when the ship was wrecked off Finisterre. As a child I remember my grandmother having a framed scroll bearing a picture of The Captain, and would be grateful if any reader could help me to track down a copy. — Mrs. E. Hardy, 9, Durlstone Road, Swanage, Dorset BH19 2DJ.

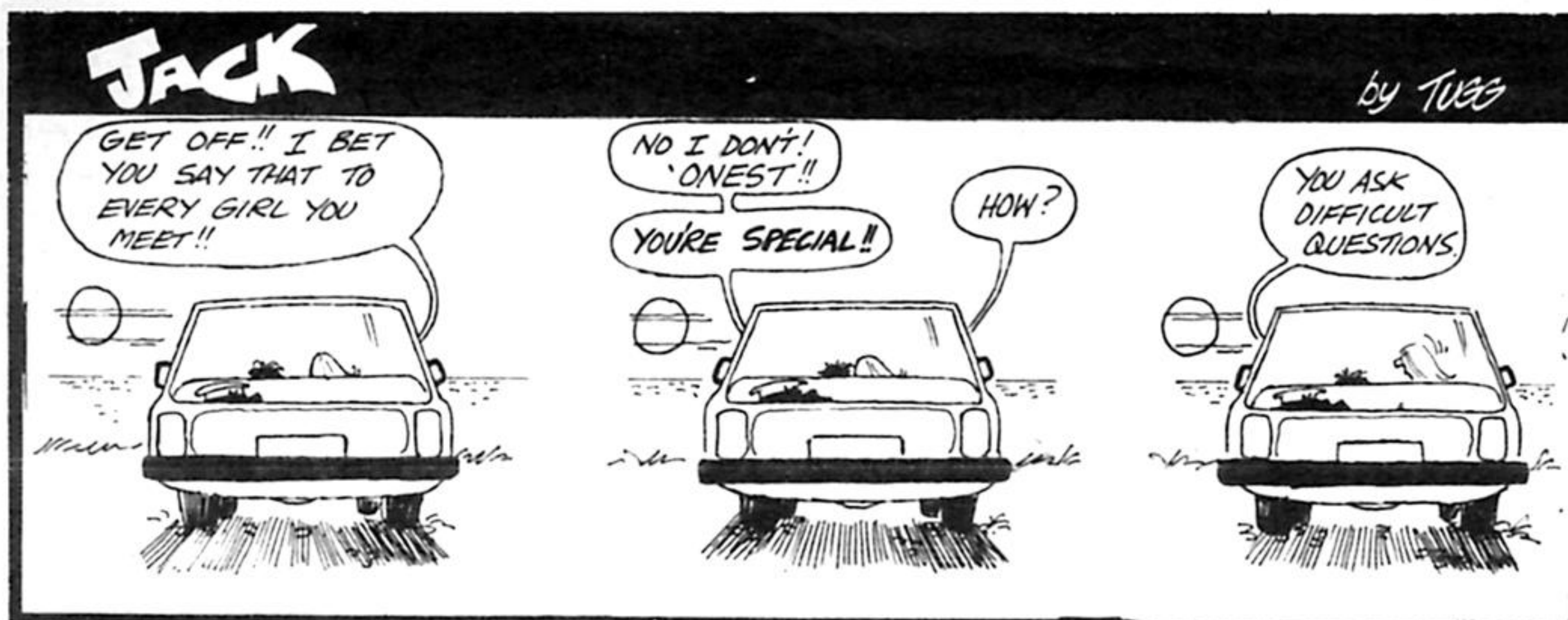
## ASSISTANCE TO AUTHORS

John Winton, Bryn Cwyd, Llandymog, Denbigh, Cwyd L16 4HP, is making a study of the influence of the Royal Family on the Royal Navy this century, and would like to hear from readers who have served with any member of the Royal Family, or who have any anecdotes.

Captain J. G. Wells, High Firs House, Liss, Hants GU33 7NJ, author of the book about "Whaley," is planning a sequel in the form of an anthology to include personal experiences of gunnery and ordnance engineering officers and ratings in two world wars and in the Korean war, as well as peacetime incidents. He would welcome contribution and photographs.

W. T. Rose, of 17, Hone Street, Rochester, Kent ME2 3AF, is researching the history of a local shipyard, James Pollock and Sons, of Faversham, from 1916 until its closure in 1970. He would like to trace the Service history of small vessels built for the R.N., namely: R.N. Air 1A, R.N. Air 4A H.M.S. Ripon, R.N. Air 5A H.M.S. Sealark, m.v. Mortar, m.v. Howitzer, and LCT(3) 350 (later LCF(L) 11). Also the following (possibly dockyard) craft: V10 56, YC 75, C815, C816, C817, C820, C821, C847 and C848.





## Tiddly Quid's Russian link

Reader Mr. Amesbury (August issue) says that Navy News has never mentioned H.M.S. Royal Sovereign (the Tiddly Quid).

Those who were in Scapa Flow in the spring and summer of 1944 will recall seeing the Tiddly Quid in Russian livery. She was renamed Archangelk and loaned to them, along with eight ex-United States four-stackers.

Our liaison parties sent over told us of being isolated in their

guarded messdesk with no contact with the Archangelk's crew except in the line of duty, to ensure presumably that no capitalist Woodbines or nutty changed hands. She sailed with her escorts in July 1944 for Murmansk. On return after the war the ship was scrapped. — J. Morris (ex-CRS), Plymouth.

Regarding the statement that "no other ship seemed to want to be seen with her (H.M.S. Royal Sovereign)," there were four of these "R" class, and occasionally one of them accompanied a large convoy across the Atlantic. Surely to the Merchant Navy she was hardly unwelcome!

When an "R" hovered in the background the German Navy were loth to engage eight 15in. guns.

Mr. Amesbury may rest assured that the "Rs" earned their spurs. — G. E. Bradley (ex-ch.elec.), London.

With H.M.S. Resolution, the Royal Sovereign (in which I was serving at the time) was rushed in 1923 from Gibraltar to deal with a spot of bother at Gallipoli. Eventually an Army force, the "Buffs" took over, their colours being handed over to the Tiddly Quid for safe keeping.

Nine months later, when the affair was settled, there was a ceremony on the quarterdeck when we trooped the colours and handed them back — perhaps the first occasion that a regimental colour had been trooped aboard a British battleship. I was one of the colour guard. — F. C. M. Anderson, Eastbourne.

### Gunning for us!

In the report (October issue) of the commissioning of the new H.M.S. Exeter, it is stated that the commanding officer is the son of Admiral Sir Desmond Dreyer, who was gunnery lieutenant in the Exeter at the Battle of the River Plate.

In fact Admiral Dreyer was gunnery lieutenant in my old ship H.M.S. Ajax during the battle, and I hope it will be possible to see him this year at our reunion in London. — Jack Gill, Birkenhead.

## Gospel according to John and Paul

While travelling by train from Helensburgh to Dumbarton I lost my purse, which contained £60. I thought I'd seen the last of it, as in these hard times £60 is quite a find for anyone.

I had not considered the honesty of two young lads who were travelling on the same train. They were both from Faslane Naval Base, one called John and the other Paul.

The two of them decided they would try to find me and, to cut a long story short, I eventually met up with them. Only ten hours after losing the purse it was returned to me with all the money.

They had travelled from Glasgow to Helensburgh just to give it back to me personally. Neither would accept a reward, saying they only hoped someone would do the same for them one day.

Could I say a big thank-you to both? I would have been quite stuck had it not been for them. John and Paul, you're two smashing lads. — Lorraine Leighton, Sen. QARNNS, R.N. Hospital, Haslar.

## Chance to thank S. Africa hosts

In your May issue you kindly published an article on a Book of Thanks which is being dedicated to the 65,000 unpaid volunteers of the South African Women's Auxiliary Services for all they did in the Second World War for about a million British and Commonwealth servicemen and women who called at South African ports.

It is planned that this book should include a representative list of surviving ex-service personnel who benefited from the generous hospitality organised by SAWAS. Over 2,500 names have been collected so far from passengers in 140 troopships and crews of warships, including 157 in response to your May article.

Representatives from 196 warships are already on the list and any others would be welcome. I am still looking, in particular, for names from the following warships which I know called there for Operation Ironclad (capture of Diego Suarez): cruiser Hermione; destroyers Lightning and Pakenham, plus any escorts for the carriers Illustrious and Indomitable; corvettes Cyclamen, Freesia, Nigella and Thyme; minesweepers Cromer, Cromarty and Romney.

# Promotion system 'is far from ideal'

Having served in my present ship for two years, I have come to realize there is something wrong with the system of promotion to petty officer.

In the S. and S. and miscellaneous branches we have four very senior leading hands, all passed PPEs and Petty Officer courses. Some have been Scale A for up to five years. In two years I have seen many leading hands made PO in the Greenie and Seaman branches after passing their initial exams. Their waiting time is approximately six to eight weeks.

Someone must realize that it doesn't do any good to the morale of these senior leaders. They see youngsters, not in the Navy a dog watch, receiving all the perks of a PO and — most importantly to many people — getting the money.

All this means that these Scale A leaders, waiting five years, lose on their basic rate of pay alone £2,502. Now surely something should be done, even if it means paying these "dead man's shoes" branches the back pay to when they passed their courses.

Is the thinking that, by not rating these people up, they will go outside, so reducing the number in the branch? — Frigate PO steward.

This letter puts its finger on a situation which is recognized as far from ideal. The advancement system is designed to allow

those who qualify early to gain early promotion relative to others in their own branch, we are told. In an ideal world there would not be significant differences between branches.

Those who qualify in branches with severe shortages are advanced quickly because vacancies exist. In branches up to strength they must wait for vacancies to arise. As shortages decrease, the short, or dry, rosters will lengthen.

Award of Scale A pay is intended to compensate for the need to wait for a vacancy as well as rewarding the gaining of professional qualifications. — Editor.

### Reunion of the N'lons

Admiral of the Fleet Sir Terence Lewin received the honorary degree of Doctor of Science from City University, London, in recognition of the Navy's support for the university's "Systems and Management" BSc course.

There must now be more than 100 naval officers who have graduated from City University since the courses began, and they would be most welcome at the annual dinner of the Association of Past Students — the N'lons — to be held on December 5 at the university.

Further information may be obtained from Mrs. Barbara Gilbert, 11, Linden Road, London, N10 3DH (01-883 7054). — J. Buchanan, Duffield, Derbyshire.

### Fast-shooting Prince

I have just read about the Royal Marines gun crew in H.M.S. Gurkha who believe they have broken a record for hand loading and firing a 4.5in. gun.

While serving in H.M.S. Chevron as a boy in 1949 I was in a boys' gun crew who, if I remember correctly, came second in the Fleet gunnery competition with 24 rounds a minute. The Chequers (first lieutenant, Prince Philip) came first. — J. W. Tamlyn (ex-leading seaman), Gobowen, Shropshire.

## No smoke without...

After your article and picture (October) of H.M.S. Ariadne belching black smoke in Gibraltar, we engineers are taking a lot of stick from friends and others, and having to stand them many beers.

It was not us who produced those black clouds in the photo — that happened during setting to work, while we were still in H.M.S. Ajax back in Plymouth. Mind you, we did make a bit of smoke ourselves later, but that was when a Levanter was blowing it away from the Governor's Residence. Nor did we close the airport, and it was too early in the morning for anyone but our captain to see.

Taking over a refitted ship of a different batch is a difficult job for everyone on board, especially with over a third newly joined, but we were given a good start by Gibraltar Dockyard finishing on time. Gibraltar Refit Group helped over our first few days training on the job.

Soon we are off to Grimsby to visit sunny Scunthorpe, the Ariadne's adopted town. We hear they are smokeless zones and that's the way we intend to stay.

The more informed jokers have remarked that, if that was



just us blowing soot, what is it like when we really make black smoke. And the first lieutenant would like to point out that we do carry anchors and our ship's side is now cleaner.

It really wasn't us in your photo — just our Ariadne one month before transfer! — J. R. Furse, Cdr., R.N. H.M.S. Ariadne, Squadron Marine Engineering Officer.

## Fireworks in the Fleet

H.M.S. Battleaxe at Famagusta in 1961



The feature on H.M.S. Battleaxe (September issue) recalls an incident following the Coronation Fleet Review at Spithead in 1953.

The entire fleet was simultaneously illuminated, with the unfortunate exception of one destroyer which remained darkened but sent up fireworks. Moments later the fleet returned to darkness and then came a magnificent fireworks display — except that one ship's lights came on instead of sending up fireworks.

The current buzz blamed the Battleaxe. Does any reader know? — J. G. Hinton (ex-CPOMA), Worcester.



# THE UPS AND DOWNS . . .

## Hubberston's big dipper

In a Force 9 gale H.M.S. Hubberston, commanded by Lieut.-Cdr. P. J. Johnston, heads from the Atlantic through the Straits of Gibraltar during the 2nd MCM Squadron's "mini-deployment" to the Mediterranean.

The pictures were taken from the mine countermeasures vessel's sister ship, H.M.S. Bossington.



# Scylla to re-arm

H.M.S. Scylla was beginning a major refit at Devonport on November 10 which is expected to keep her out of service for three years.

The Scylla, a broad-beamed Batch 3 Leander-class frigate, will be converted to carry Exocet missiles as her main armament. She will also gain Seawolf surface-to-air missiles, anti-submarine torpedo tubes and improved radar, sonar and operations room equipment.

Her 4.5in. turret will be removed as will her anti-submarine mortars and Seacat missile system.

Since the first commissioning in 1970 she has steamed more than 380,000 miles. Her last deployment before paying off took her to the West Indies and several ports on America's Atlantic seaboard.

After helping the hurricane-hit island

of Cayman Brac the Scylla sailed to Belize where exercises were carried out with the Army and R.A.F. In between work members of the ship's company took part in visits, adventure training and diving.

There followed four memorable visits on four consecutive week-ends — to Pensacola and Fort Lauderdale, Florida; Newport, Rhode Island; and Boston, Massachusetts.

### 'Dial-a-Sailor'

At Pensacola the bath-tub paddling team held a race in aid of Muscular Dystrophy and offers of hospitality flooded in when the ship operated the "Dial-a-Sailor" scheme for the first time. The Scylla rejoined R.F.A. Green

Rover at Fort Lauderdale, from where most of the ship's company made a pilgrimage to Disneyworld.

Arrival at Newport was timely; it coincided with the finals of the America's Cup and the 300th birthday of nearby Bristol R.I. the ship providing a 30-man guard for the town's parade.

The frigate was involved in more anniversary celebrations on a prestige visit to Boston, celebrating its 350th year. Lord Boston and the Lord Mayor of Boston, Lincolnshire, were present for the festivities, and the Scylla's guard was again required to take part in a mammoth parade. The ship's group, Jimmy Jackstay and the Hi-Points, played at a high school and the "Dial-a-Sailor" scheme once more got a big response.

Following a refuelling stop at St John's, Newfoundland, the Scylla headed for home, organising a deployment raffle, tombola and "dog race" on the way. Flying her paying-off pennant, she returned to Chatham to be greeted by families, a Royal Marines band and the Flag Officer Medway.

### Collection

While the ship de-stored, sponsored slimmers CWEA John Peacock and LMEM(L) Paul Keane raised £288 for Pembroke House, the Royal Naval Benevolent Trust home for old sailors. In addition a collection of £240 worth of foreign coins was donated to the Royal National Life-boat Institution.

### Rothsay to aid recruiting

H.M.S. Rothsay is to be featured extensively in a new recruiting brochure "Officer, Royal Navy."

The frigate, which recommissioned in the summer, was joined by a photographer and publicity team for the early stages of her trials, carried out before she returned to dry dock at Chatham.

She undocked last month for continuation of trials and shakedown, preceded by a week-end visit to Hull. After Christmas leave she is due to take part in exercises off the Scottish coast.



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Alternatively, get an information booklet from your local Resettlement Officer or direct from the Directorate of Naval Recruiting, Room 103 AB(N) OAB, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

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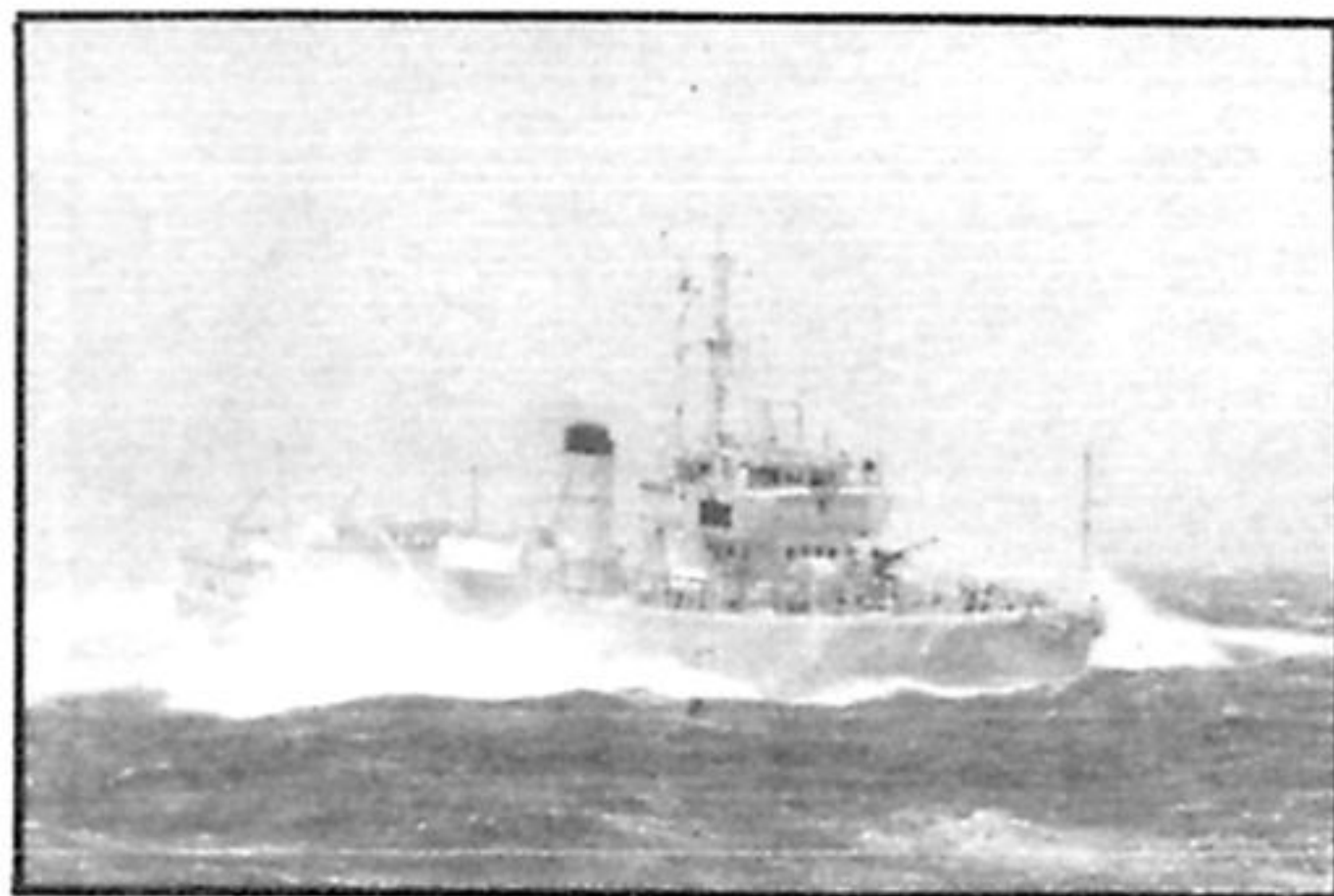
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# ... OF LIFE AT SEA



## APPOINTMENTS

### CONTROLLER OF THE NAVY

The next Controller of the Navy is to be Vice-Admiral L. S. Bryson, who succeeds Vice-Admiral Sir John Fieldhouse next March.

Vice-Admiral Bryson joined the Royal Navy as an engineering cadet in 1943 and in his early years of service was an air electrical officer with naval air squadrons and an electrical officer in frigates and destroyers.

He served as weapon system engineer in H.M.S. Tiger and weapons electrical officer in H.M.S. Fife, and later appointments included command of H.M.S. Daedalus.

In 1977 he became Director General Weapons (Naval) and two years later assumed additional responsibility as Chief Naval Engineering Officer.

Commodore J. E. K. Croydon is to succeed Vice-Admiral Bryson as Director General Weapons (Naval) next January in the acting rank of rear-admiral, and is to be promoted rear-admiral in January 1982.

At present Commodore Croydon is Director Underwater Weapons Projects.

## OPERATIONS

Rear-Admiral A. J. Whetstone is to be Assistant Chief of Naval Staff (Operations) in January. A former commanding officer of H.M. ships Repulse (Starboard), Juno and Norfolk, he became Flag Officer Sea Training in 1978.

Other appointments recently announced include:

Capt. M. F. Simpson. Nelson in command March 3 and as Area Co-ordinator (NPS) on staff of FO Portsmouth (To serve as commodore).

Capt. J. M. Tait. As Chief of Staff to Flag Officer Plymouth, April 7. (To serve as commodore).

Capt. R. V. Holley. As Director of Helicopter Projects in command. (To serve as commodore from October 27).

Capt. C. A. F. Buchanan. Neptune as Capt (SM) 3rd SM Squadron. February 25.

Capt. J. M. Porter. Ajax in command and as Capt. 1st Frigate Squadron. April 9.

Capt. P. G. Hamilton-Price. Fiscard in command. December 9.

Capt. B. H. Harvey. As Supt. AMTE(NAM) and as senior naval officer. March 13.

Cdr. I. C. Bailey-Wilmot. Londonderry in command. January 8.

Cdr. J. E. Culley. Birmingham in command. February 25.

Cdr. P. K. Haddacks. Cleopatra in command. March 5.

Cdr. T. H. Green. As senior British officer Bermuda, CO Malabar and Dep. ISCOM. February 27.

Cdr. R. C. Smith. Sceptre January 16 and in command.

Lieut.-Cdr. P. Hind. Olympus in command. November 28.

Lieut.-Cdr. A. P. Johnson. Onyx in command. March 3.

Lieut.-Cdr. B. W. Miller. Hecate in command. February 22.

Lieut. P. N. Hibbert. Kingfisher in command. February 10.

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## WRNS

Supt. C. V. Reynolds. MOD with DWRNS as Deputy Director March 31.

Supt. D. P. Swallow. Staff of CINCPACVHOM, and Staff Officer Training (Co-ord) and Command WRNS Officer March 25.

## PRINCIPAL CHAPLAIN

The Rev. P. O. Price, the Church of Scotland and Free Churches chaplain at BRNC Dartmouth, is to be Principal Chaplain CSFC from February 2.

## C.G.R.M.



Maj.-Gen. Sir Stuart R. Pringle is to be promoted lieutenant-general and to be Commandant General Royal Marines in succession to Lieut.-Gen. Sir John Richards in April.

Maj.-Gen. Pringle was commissioned into the R.M. in 1946, served with 42 Commando in Malaya, took part in the Port Said landings of 1956 and served two tours of duty in Cyprus during the EOKA campaign. In 1971 he became commanding officer of 45 Cdo. Group.

He became Colonel, General Staff, HQ Commando Forces, in 1974, and four years later was promoted major-general on assuming command of Commando Forces RM.

He took up his current appointment as Chief of Staff to the Commandant General last year.

# B.B.C. to film 'Life on Ice'

Icebergs for the desert and wild life filming for a sequel to David Attenborough's award-winning "Life on Earth" television series are just two of the projects to be tackled by H.M.S. Endurance during the next six months.

The Royal Navy's ice patrol ship sailed from Portsmouth on

October 30 for her annual winter-long deployment to Antarctica. She will be spending Christmas at the abandoned whaling station in Grytviken, South Georgia, and is due to return to the U.K. in May.

David Attenborough and his B.B.C. natural history team will be spending a month on board the Endurance to film wild life in the Antarctic.

## Naiad novices box clever

For the second successive year, H.M.S. Naiad has staged a boxing tournament in which each junior rates' mess produced a team of four novices.

The latest event, on October 11, was a popular feature of ship's company entertainment when the frigate called at Hong Kong for an assisted maintenance period during the Far East task group deployment.

Held at Stanley Fort and hosted by the PT staff of the Queen's Own Highlanders (Seaforth and Camerons) with POPT Moulson of H.M.S. Tamar as master of ceremonies, the competition was won by 3Ez (S. and S.) Mess, whose team consisted of LSTD Wally Waldrom, STD Nobby Clark, LCK Alex Grice and WTR Dick Oldknow.

Prizes were presented by the Naiad's commanding officer, Cdr. P. J. Cowling, who later during the stay in Hong Kong presented Jenny and her legendary side party with the traditional cake at the end of the AMP.

Jenny and her hard-working team had given the Naiad,

weather-beaten after several months away, a fresh coat of paint.

Jenny also received a plaque from Capt. M. F. Parry, commanding officer of the task group flagship, H.M.S. Antrim, which spent a weekend in Hong Kong before proceeding to Singapore for her assisted maintenance period.

## MRS. ENA JUDKINS

Mrs. Ena Judkins, doyenne of the British community in Antigua and well known known to many in the Royal Navy, has died at the age of 83. She was active in local social and community life, and entertained officers and ratings from every Royal Navy ship which visited Antigua in the past 20 years.

## OBITUARY

G. N. Stanford. LCK(SM). H.M.S. Dolphin. September 21.

D. B. Rigley. AEMN(LJ2). R.N. air station Yeovilton. September 23.

R. K. Pearman. POWTR. H.M.S. Centurion. September 26.

R. G. Thomas. CPOPT. JS Mountain Training Centre, Tywyn, Wales. September 30.

J. E. Ellis. Cdr. Directorate of Naval Warfare. October 17.

Ex-CPO Sailmaker D. E. Monks. At R.N. Hospital, Plymouth. Served 1946-79.

Cdr. L. K. A. Block. R.N. (ret'd.). Fleet Navigating Officer Home Fleet, Second World War.

W. H. Bennison. Served in Q-boats, First World War and as lieutenant, R.N.V.R., Second World War. Coxswain of Hartlepool lifeboat 20 years.

## Dreadnought for refit

H.M.S. Minerva was escort for the tow of H.M. submarine Dreadnought from Faslane to Devonport, where the nuclear sub. now awaits her major refit.

Rather than use her reactor, it was decided as a precautionary measure to bring the Dreadnought south under tow after checks showed that welding faults had developed in her stand-by emergency cooler. This is designated to be brought into use should the main cooling plant go wrong.

It was also decided that any repair should await the Dreadnought's major refit scheduled to start in mid-1981.

The ship will be taking part in a survey organized by the Scott Polar Institute to try to establish how much icebergs flex in heavy seas. This is part of a feasibility study into the possibility of towing icebergs from the Antarctic to Middle East desert regions.

The Endurance will be spending her Antarctic summer operating around the British sector of the Antarctic peninsula. One of her surveying tasks will be to determine the exact position of the South Sandwich Islands, using modern satellite navigational equipment.

## REDEDICATED

H.M.S. Endurance is also due to take the Governor of the Falkland Islands on a tour of the islands and to James Ross Island to the north of the Antarctic peninsula.

Before her departure for the frozen south, the Endurance was rededicated at Portsmouth naval base. Guest of honour was Sir Vivian Fuchs, the Antarctic explorer, and the traditional cake was cut by Mrs. Elizabeth Barker (wife of the commanding officer, Capt. Nicholas Barker), and the youngest rating, MEM Gary Butterfield.

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Of course, you're under no obligation to join the Royal Navy, but if you would like more information write to this address:

Royal Naval Flying Scholarship Officer, Department of Naval Recruiting, Old Admiralty Building, Spring Gardens, Whitehall, London SW1A 2BE.

## ROYAL NAVY FLYING SCHOLARSHIPS



## TWO PAGES FOR

# Fare's fair over rail warrants

In the past, British Rail has accepted ordinary tickets issued against rail warrants to allow travellers the benefit of promotional offers arranged from time to time with Lever Products, Kelloggs and other organizations. These offers have involved purchase of products such as Persil, Drive and Domestos.

Now BR say that ordinary tickets issued against rail warrants will no longer be accepted in conjunction with offers of this kind.

But it should be remembered that this does not disallow individuals who have bought a Family Railcard from using a warrant to obtain an adult ticket, and to then take the rest of his family for 50p under that particular scheme.

## From Lincs. with love

Into the Navy News office the other day came a greetings card announcing a marriage at Boston, Lincs.

An accompanying letter, signed by bride and groom, said: "We are writing to thank you for the facility of your Personal column, through which we met. Both avid readers of Navy News, we now have very special reason for our regard for this splendid paper. With renewed thanks..."

## Lodge's new pool is a splash hit

South Africa Lodge, the R.N. and R.M. Children's Home at Waterloo, now has a new £10,000 open-air swimming pool to replace the old one. It has automatic equipment for easy operation and maintenance, and the cost has been met by donations from H.M. ships, R.N. and R.M. establishments and the Royal Naval Association.

This waterside picture was taken after Flag Officer Portsmouth (Rear-Admiral P. E. Bass) had opened the pool.

South Africa Lodge provides accommodation for children in need of care whose parents are, or have been, serving members of the Royal Navy, Royal Marines and the naval women's Services below commissioned rank.

Until now officers' children have not been taken but, at its annual meeting in October, the management committee agreed to write to the Charity Commissioners asking if this rule, now thought to be outdated, could be changed.

On average there are 17 children at the lodge, including emergency admissions made on compassionate grounds. Over the past year a total of 36 admissions have been made.

As the result of sale of land, it is now necessary to charge the County Social Services only half the actual cost of keeping a child.

A staff training programme has started, ready for the home's new playgroup which hopes to open after Christmas to children of pre-school age of naval families who live in the area.



## Wharfing — the Army way

The "Slim hopes on wharfing" article last month has prompted a letter from a naval Careers Information officer describing his experience of taking over an Army married quarter.

Writing from Croydon, Lieut (CS) G. C. Brooks says: "When applying for a MQ, an application form is sent to you accompanied by a wharfing form. You list any item you wish to be removed

from the MQ before taking it over.

"The chances of getting an unfurnished MQ is remote as fitted carpets, curtains and crockery are not wharvable items, so your rent is as for a fully-furnished quarter although you may be supplying the majority of the furnishings.

"Maybe the Navy could think along those lines."

# PORTSMOUTH HOLIDAY INN OPENS THIS MONTH!

## A message for those who thought Plymouth had an unfair advantage.

How many times have you wished that Portsmouth had a really good hotel? Well, now it has! Portsmouth, like Plymouth, has a Holiday Inn and it's the city's only four star hotel. So now you know where to sail into for a great night-out.

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## FAMILIES

# A place for the sons of seafarers

Seven hundred sons of seafarers, including an autumn batch of "new boys," at present attend the Royal Hospital School, Holbrook, Suffolk, which can boast a history going back to William and Mary.

A civilian boarding school with strong naval traditions, Holbrook is maintained by the ancient Royal Charity known as Greenwich Hospital, founded under Royal Charter of William and Mary in 1694. The school itself was founded in 1712 at Greenwich.

In 1933 it moved to its present spacious surroundings at Holbrook on the north bank of the River Stour, six miles south of Ipswich.

## NAVAL TRADITIONS

Open to the sons of seafarers, it is now a comprehensive secondary boarding school. Still proud of its naval traditions, it gives the boys freedom to choose their own careers but many still opt for a seafaring life when they leave — quite a lot of them in the Royal Navy.

Countless serving and retired men recall their Holbrook — or Greenwich — days, and there is a thriving Old Boys' Association which has an annual reunion each summer.

Holbrook has a flexible range of classes related to aptitudes and attainments. On completion of the five-year course, the boys take the nationally-recognized exams — CSEs or O levels — and some stay on for A levels.

The school has 30 acres of playing fields, tennis courts, a large heated swimming bath, gymnasium, and a modern

boathouse and fleet of boats housed at the school's own creek on the River Stour.

When old enough, all the boys become members of the Combined Cadet Force, the school contingent of which is a naval section. They are also encouraged to participate in the Duke of Edinburgh's Award Scheme and to undertake local social service.

There are many school societies, and the school has its own brass band.

The boys live in 11 boarding houses — all named after famous admirals — with about 65 boys of all ages in each house.

## UNIFORMS

All school uniform is supplied without charge, including games kit. A fee is charged as a contribution towards costs and this is reviewed periodically. Parents and guardians are responsible for maintenance during school holidays, for fares to and from school, and for reasonable pocket money.

However, serving personnel may be eligible for Service children's Education Allowance and at present the fee does not exceed that allowance.

Among boys eligible for Holbrook are the sons of serving Royal Navy officers and ratings or of those who have served. The sons of members of the RNR (List 1, Merchant Navy) and Royal Marines are also eligible.

Other things being equal, some preference is given to the sons of those who have served as ratings. Special consideration is given to orphans.

Entries to the school are made in September and January following educational and medical examinations. Normal entry takes place during the school year following that in which the boy reaches 11, with a limited number of admissions at 12 and 13.

Applications for entry should be made to the Director of Greenwich Hospital by October 31 in the year before that in which entry is sought — for example, for entry in September 1982 applications should be made by October 31 1981.

Further information can be obtained from the Director of Greenwich Hospital, 13, Devonshire Square, London, EC2M 4TQ.

## Insurance package on offer

A new home contents insurance package is announced by Norwich Union, who say it is tailored to the needs of naval families in quarters, although applicable to all house owners or occupiers.

Available in the package is worldwide all-risks cover for military kit and personal effects, and other features include index linking.

Details are available from Christopher Paul Insurance Services Ltd, 13a Sketty Avenue, Sketty, Swansea. The Norwich announcement also says that SAFABS will be able to give general guidance about the scheme and that proposal forms will be obtainable from Pay Offices. A DCI is also planned.

## Like father, like son . . .

Two generations of Eskimos met during H.M.S. Eskimo's families day — LS(M) Peter Shepherd, gunners' yeoman in the present frigate and his father, ex-Chief Stoker J. Shepherd, who served in the previous Eskimo.

## Navy News

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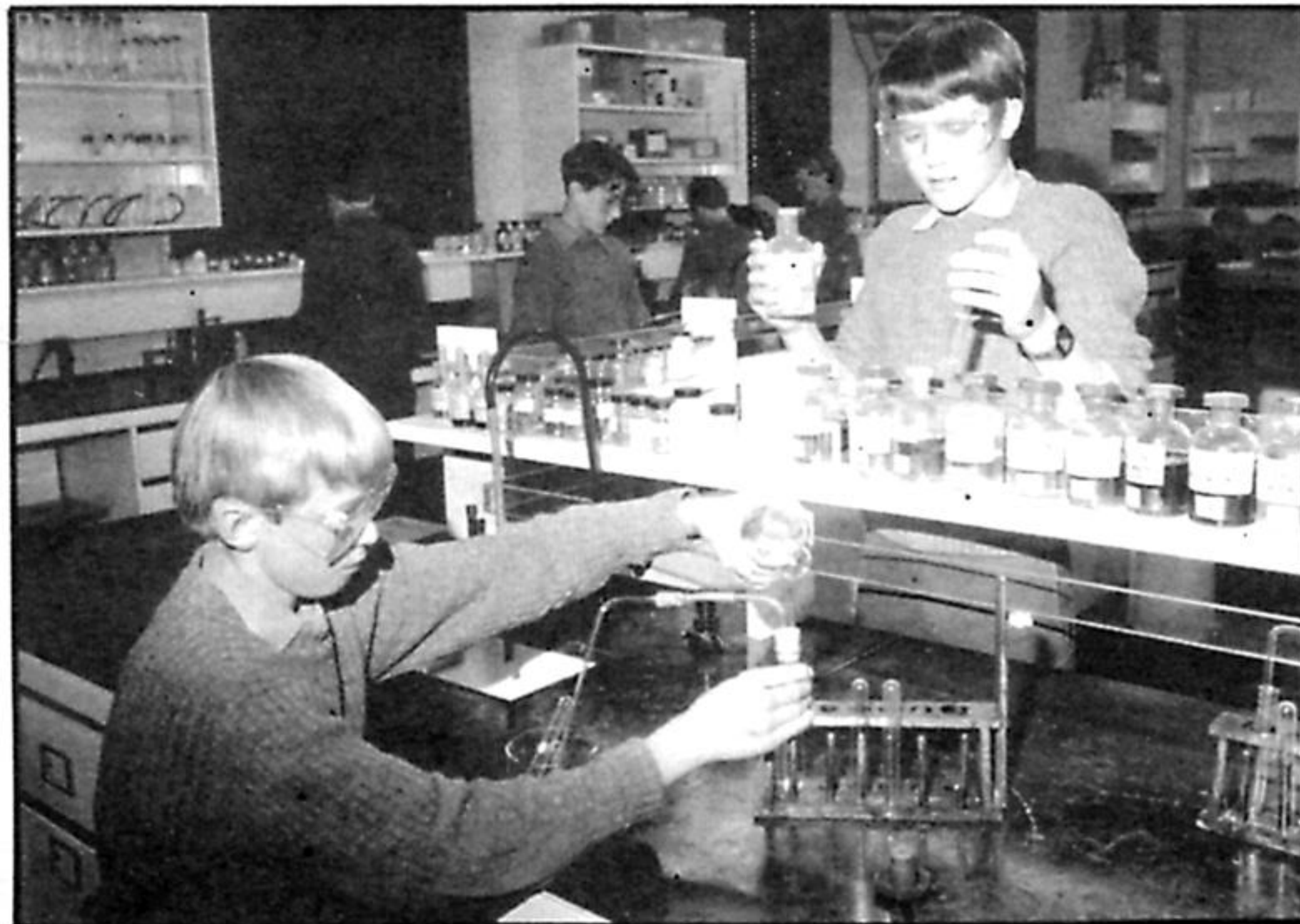
MBE, RN (retd.).



Left — Principal guest at this year's Royal Hospital School speech day was the First Sea Lord (Admiral Sir Henry Leach), here presenting an award to Simon Stagg (Drake House), son of Chief Aircraft Artificer P. J. Stagg.

Below — Busy on laboratory work at the Royal Hospital School are John Hilton, of Fareham, son of CPO J. W. Hilton, and Carl Doherty, son of CPO P. J. Doherty, serving in H.M.S. Scylla.

Picture: Russell Edwards



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## Chess champ again!

POWTR Martin Street, of H.M.S. Sultan, regained his title as Royal Navy chess champion at the Combined Services Chess Championships at H.M.S. Collingwood last month.

Navy runner-up was Lieut. John Sellen, of H.M.S. Osprey, and overall champion Cpl. Geoff Sage, of R.A.F. Wyton.

Combined Services Quick-Play champions are Squadron-Leader Tony Turner and naval staff author Arthur Brameld, of H.M.S. Dryad.

● The Ark Royal chess set made from brass taken from the ship raised more than £7,000 when it was raffled for naval charities. Winner was Lieut. Kenneth West, a marine engineering officer serving at the Fleet Maintenance Base, Devonport.

## SEEING AVENGER IN A NEW LIGHT . . .



A flotilla of small boats provides a silhouetted contrast to the luminous lines of the Type 21 frigate H.M.S. Avenger, floodlit during a visit to her affiliated borough of Fowey in Cornwall.

Picture H. and B. Graeme.

## Sailing Navy recalled

Admiral of the Fleet Sir Terence Lewin, Chief of Defence Staff, opened "The End of the Sailing Navy," a new exhibition at the Royal Naval Museum, Portsmouth Dockyard.

Covering the period 1793 to 1860 — from the heyday of fighting sail to the introduction of steam ships — the exhibition contains fascinating personal relics of the period in addition to trophies, prints, paintings, documents and a fine collection of medals, including the first three Victoria Crosses awarded.

The exhibition is the first phase of a major project designed to cover the entire history of the Navy to the present day, planned for completion by 1986.

### AUTEN V.C.

It will feature, among other mementos, the Victoria Cross awarded to Capt. Harold Auten for action in command of the Q ship H.M.S. Stock Force. The V.C., with other medals of his, was presented by his daughter Miss Joan Auten to the First Sea Lord, Admiral Sir Henry Leach, for display in the museum.

There was a presentation, too, for the staff of the Royal Naval Museum serving there in 1972 when the fine collection of Nelsoniana went on display for the first time. The donor, Mrs. J. G. McCarthy, commemorated the 175th anniversary of Trafalgar by presenting each with a Trafalgar tankard.

## A motley crew for Kedleston!

The R.N.R. minesweeper H.M.S. Kedleston was at sea last month with one of her most motley crews.

Thirty-five officers and men from 18 different ships, shore establishments and R.N.R. units were brought in to provide a training platform for up to 32 officers and ratings on a two-week MCM course.

The ship's company was made up of four R.N. officers, 24 R.N. ratings and seven R.N.R. ratings.

The commanding officer, Lieut.-Cdr. Ron Hill, had recently arrived to take up his new appointment as permanent staff doctor, R.N.R. Claverhouse. It was his first time in command of the Kedleston and he found his ship's company ranged from a supply officer from H.M.S. Neptune, Lieut. J. R. M. Harbour, as navigating officer to a civilian warehouseman, MEM2 Magee, Clyde R.N.R., as a stoker.

The ship sailed daily from Rosyth and exercised with H.M. ships Gavinton, Upton, Cuxton and Wilton.

# Killer Seawolf bares teeth for Cdr. Coyote



A firing of the Seawolf anti-missile missile from H.M.S. Broadsword, now fully commissioned with operational Seawolf systems on board.

Commander Coyote, the dynamic Woomera-based missile mascot, was all present and correct for successful Seawolf firings from H.M. ships Broadsword and Battleaxe, the Type 22 frigates.

The Broadsword, now fully commissioned with operational Seawolf anti-missile systems on board, made two firings off Aberporth, North Wales.

First to fire was the forward launcher. Directed by PO(M) Cliff Nicholls from the controller's console in the Ops. Room, the missile touched and damaged a fast-flying Jindivik target.

With a warhead fitted, this would have gone down as a "kill."

There was a spectacular success for the after missile system, which destroyed a 4.5in. shell fired from a shore-side gun on the Aberporth range.

The Seawolf — made by British Aerospace — intercepted the shell at the top of its trajectory, 2,000ft. above the sea, and scored a direct hit!

### Confirmed

The Broadsword's forward Seawolf system is maintained principally by WEMN Nigel Snape and WEA David Bogue, and the after system by WEMN Bob McGregor and WEMN Dennis Waterman.

A Seawolf team, on board for the first-of-class setting-to-work and trials included representatives of civilian contractors. Lieut.-Cdr. Philip Sherwin, who joined the ship as DWO while she was building at Yarrows and has seen the system develop over the last three years, now has overall responsibility for the system on board as WEO.

The firings confirmed the success of previous Seawolf trials.

For their autumn visit to Gibraltar, the ship's company changed into whites and divisions were inspected by the Flag Officer Gibraltar, Rear-Admiral G. I. Pritchard. Later the frigate was sailing for exercises in the West Indies and for more Seawolf trials off the United States.

The Battleaxe has completed sea acceptance trials on her Seawolf system, culminating with the firing of two live missiles at Rushton targets. One missile, from the forward launcher, was fired in the visual mode, and the second, from aft, in the radar mode.



Cdr. Coyote, the antipodean missile mascot, with LS(M) Jock Walsh, almer of H.M.S. Battleaxe's forward Seawolf system. Cdr. Coyote was later transferred by light jackstay to H.M.S. Broadsword for her next series of firings.

Both firings, which were successful, were witnessed by the Seawolf mascot, Cdr. Coyote, from Woomera, Australia. Cdr. Coyote has witnessed all Seawolf firings to date, including those from Woomera, H.M.S. Penelope and H.M.S. Broadsword.

The two Type 22s had a chance to operate together recently off Gibraltar. Operations continued ashore in the form of sport, with Battleaxe winning the soccer 4-0 and Broadsword triumphing in the hockey and squash competitions.

LCK Paul Savage was the individual winner of the Battleaxe's Top of the Rock race, and led the Supply department team to victory. Ninety-three members of the ship's company took part.



Two of a kind . . . H.M.S. Battleaxe (F89) and H.M.S. Broadsword (F88) operate together off Gibraltar.

### H.M.S. Victory "Shop".

#### Our New Full

#### Colour Catalogue

contains photographs of most of the goods that are available by mail orders.

The list includes: pottery, brass & copper, prints, etchings, postcards, colour slides, pewter tankards, books etc.

Catalogue (price 12p) from

Business Manager, H.M.S. Victory,

Portsmouth, PO1 3PZ





Dressed in 1940s style ... from left, LWEMO Chris Parrish, ABSSM Mark Deeming, LSSSM David Wilde and AB Steve Andrews.

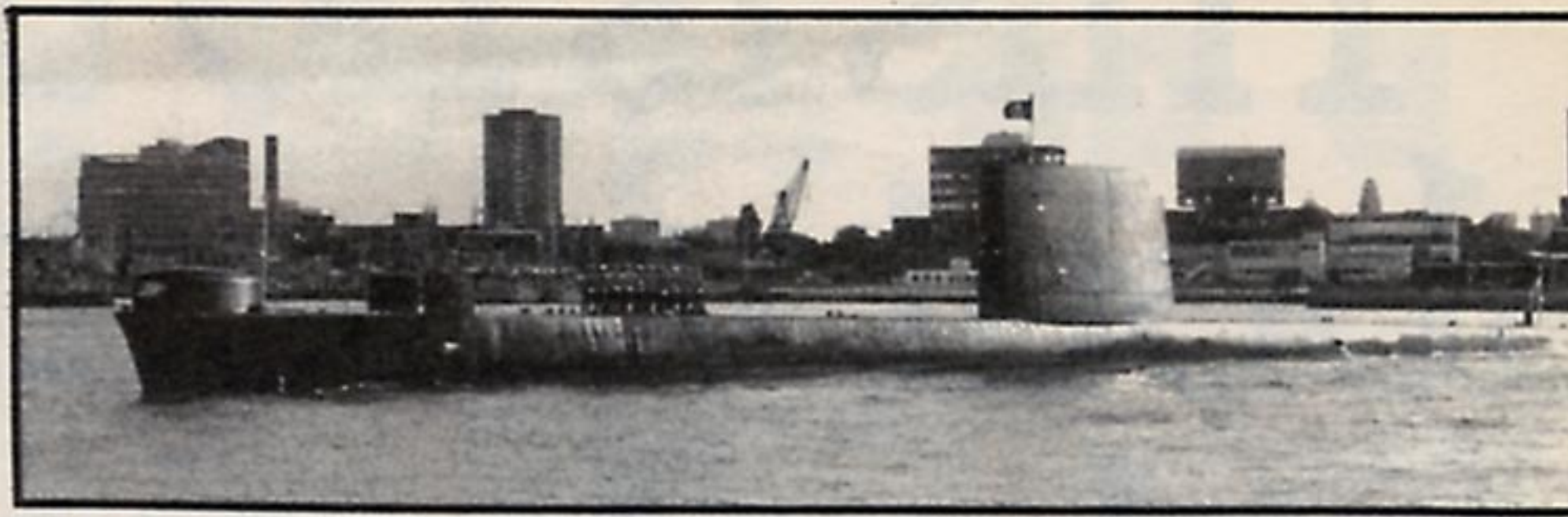
## JOLLY PROUD ONYX!

Jolly Rogers in the Royal Navy Submarine Service are a badge of pride, not piracy — and H.M.S. Onyx is jolly proud of hers.

During the Second World War Britain's submarines adopted the skull-and-crossbones to keep a tally of their successes against enemy shipping. And H.M.S. Onyx has recalled the custom by wearing the Jolly Roger when she returned to her H.M.S. Dolphin berth after taking part in Exercise Teamwork.

In a series of operations to test NATO's defence of her northern flank, the Onyx claims to have "sunk" no fewer than 12 warships. To add to the nostalgia, several crew members dressed in 1940s rig for the triumphant return.

Another Jolly Roger turned up



Echoes of wartime ... H.M.S. Onyx enters Portsmouth Harbour flying the Jolly Roger and with her casing party in period dress.

at the Gosport submarine base in quite a different way. When 20 of the crew of the famous wartime submarine H.M.S. Unseen met at Dolphin for their annual

reunion, they brought with them their skull-and-crossbones.

The flag was handed over to the Royal Navy Submarine Museum by the boat's

commanding officer, Capt. Michael Crawford, R.N. (retd.), who won the D.S.C. and Bar for his exploits in the Mediterranean.

# Heavies team up in forward line



The Navy's biggest warships in operation at present — H.M. ships Bulwark and Intrepid — have been throwing their weight around very effectively in the major NATO Exercise Teamwork.

At Plymouth the Bulwark embarked by air the men and equipment of 40 Commando Royal Marines as well as the aircraft of 814 and 826 Naval Air Squadrons. In addition she took on board part of 846 Commando Squadron, four of their Sea King 4s having flown to Norway. The Gazelles of Dieppe Flight and the Wasp of Eskimo Flight made up the aircraft complement to 26.

The Dartmouth Training Ship Intrepid prepared to slip into her role as assault landing ship by embarking at Plymouth a sizeable part of 3 Commando Brigade, six Scout helicopters from the Brigade Air Squadron, and the Commodore Amphibious Warfare, Commodore C. J. Isacke.

After rendezvous with U.S. Marines at Cape Wrath, the Royal Navy vessels — in company with other NATO ships

*Left — H.M.S. Bulwark, fully loaded, on passage to Norway. Below — H.M.S. Intrepid, 20 miles from open sea, lies at anchor in Vinjifjord, Norway, during Teamwork '80. H.M.S. Bulwark.*



H.M.S. Bulwark

— took part in a major landing exercise in Norway.

With her troops disembarked, the Bulwark switched to her anti-submarine role and proceeded into the Atlantic to meet a reinforcement group from North America.

The carrier and her ASW squadrons were soon fully occupied in providing round-the-clock protection for the group while on passage to Norway, and continued to operate an anti-submarine screen in support of landings ashore.

A further period of ASW activity took the Bulwark into the North Sea before the squadrons were finally disembarked to R.A.F. Leuchars. She then dashed back to Norway where she and H.M.S. Intrepid re-embarked their commandos, who looked a lot happier — and cleaner — after hot showers and food that hadn't originated from ration packs.

### Tracked vehicles

In the Intrepid a large number of wheeled and tracked vehicles were secured below before she departed for Plymouth with six Scouts, two Wessex helicopters of 845 Squadron and two bowlers on board.

Back at her home buoy she reverted to her training role and, with 147 midshipmen on board, she will visit warmer climes — Gibraltar, Haifa, Venice and Lisbon.

Returning from her part in the weeks of exercises, the Bulwark made a six-day visit to Hamburg where tours were laid on — including a trip to West and East Berlin. The stay presented an opportunity for get-togethers with the ship's affiliated regiment, the 4/7 Royal Dragon Guards based near Hamburg, and sports and social events furthered the already close ties between the units.

On return to Plymouth, 40 Commando was flown ashore and the Bulwark sailed to Portsmouth, where her entry was delayed by fierce gales. By mid-October she was back in the Channel for night assault exercises, again with 40 Commando and 846 Squadron embarked.

## Ark off to the breakers

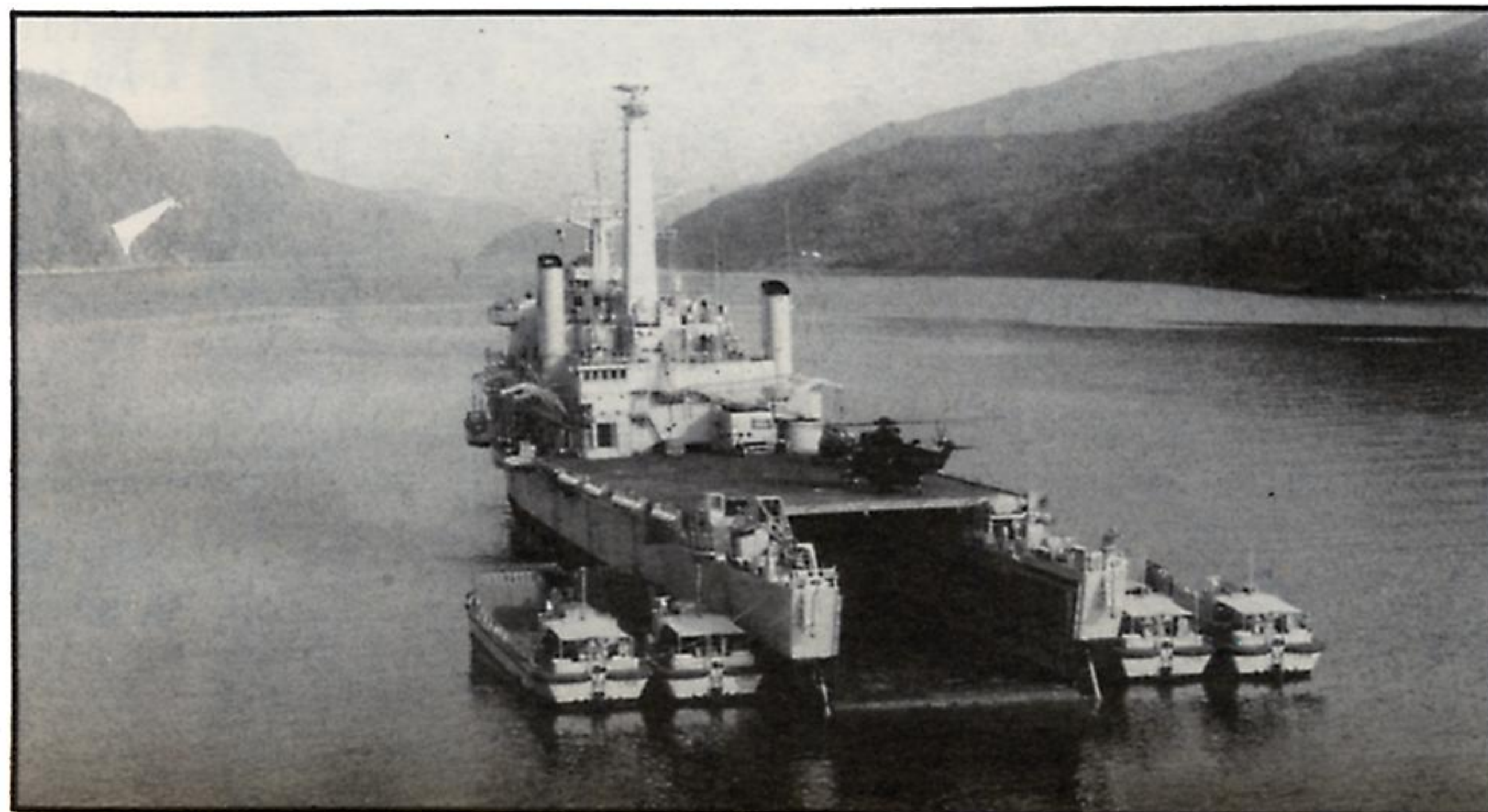
Two veteran warships have finally departed the naval scene for breakers' yards in Scotland.

First to be towed from Plymouth was the famous Ark Royal, three large tugs shepherding the carrier on her final journey to Cairn Ryan on the West coast of Scotland.

### H.M.S. ULSTER

Several weeks later the Ulster, wartime destroyer which saw action in the Channel, Mediterranean and Far East, was towed from Plymouth for the breaker's at Inverkeithing. After the war the Ulster fulfilled many roles, including navigation training and harbour training ship for new entrants to the Navy.

● In charge of the Ulster tow was a "schoolie," Lieut.-Cdr. Nicholas Jones of H.M.S. Cleopatra.





# This is no time to worry about whether the wife's got her housekeeping.



Let's face it, the job that you've got is hardly an ordinary one.

And because of it, your financial problems are, probably, a bit out of the ordinary, too.

You could find yourself away from home for very long periods at very short notice. And when you are away you'll have slightly more important things to worry about than how to get the housekeeping to your wife.

That's why you may be interested in a NatWest joint account.

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This means that when you're away from your wife you don't have to make complicated arrangements to get money to her.

As well as a joint account we can provide you with a budget account, standing orders and various other services.

They can be very useful - especially when you're in the Services yourself.

 **NatWest**



## Arresting Hong Kong's human tide...

# HIGH SPEED HUNTERS

When the little speedboat hit H.M.S. Scimitar's wake at 40 knots the chase ended as suddenly as it had started. With a series of shattering blows as it smashed into the disturbed water, the speedboat stopped, swamped by the wash, its engine dead.

For a frantic hour the speedboat had twisted and turned, impaled on a brilliant aerial spotlight trained from a helicopter jinxing above. Behind the speedboat had thundered H.M.S. Scimitar, through a fishing fleet and the Ninepins Rocks.

In the speedboat were nine illegal immigrants, one dead, one dying — injured internally by the buffeting of the wake. In the water were two "aiders and abettors," men trying to make a fast fortune by running Chinese nationals across Hong Kong's midnight waters to the bright lights of the British colony.

It was a high-speed chase which could have been scripted for a James Bond movie. It wasn't. It took place in the early hours of Monday, September 8, and it was just another incident for the busy R.N. and R.M. units trying to keep illegal immigrants (I.I.s to old China hands!) out of Hong Kong.

In the front line are the Hong Kong Squadron of H.M. ships Wasperton, Beachampton, Monkton, Wolverton and Yarnon; the fast patrol boat H.M.S. Scimitar; ex-dockyard, now Tug of War, Clare; two SRN-6 hovercraft of Naval Party 1009; and the 3rd Raiding Squadron R.M., manning Sea Riders and other small craft — including speedboats confiscated from arrested I.I.s.

The illegal immigrants use a variety of routes and craft. Home-made sampans from the provinces to the east use the favourable north-east wind, leading to 178 arrests in a single night for H.M.S. Wolverton. H.M.S. Yarnon arrested 440 in one week-end on the same route.

They come down the Pearl River on the colony's western boundary, where Lieut.-Cdr. Charles Addie and his team in Clare are the resident specialists in sorting out I.I. traffic.

They come across the narrower, shallower waters of Mirs Bay and Deep Bay, operating grounds for the Royal Marines and the hovercraft — and they come by speedboat.

The speedboats pose a special problem, for racketeers use them to smuggle in I.I.s at £2,000 a head for the 30-mile journey. So far the security forces have caught about 30 speedboats.

On two or three nights a week the Navy mounts operations to intercept this trade.

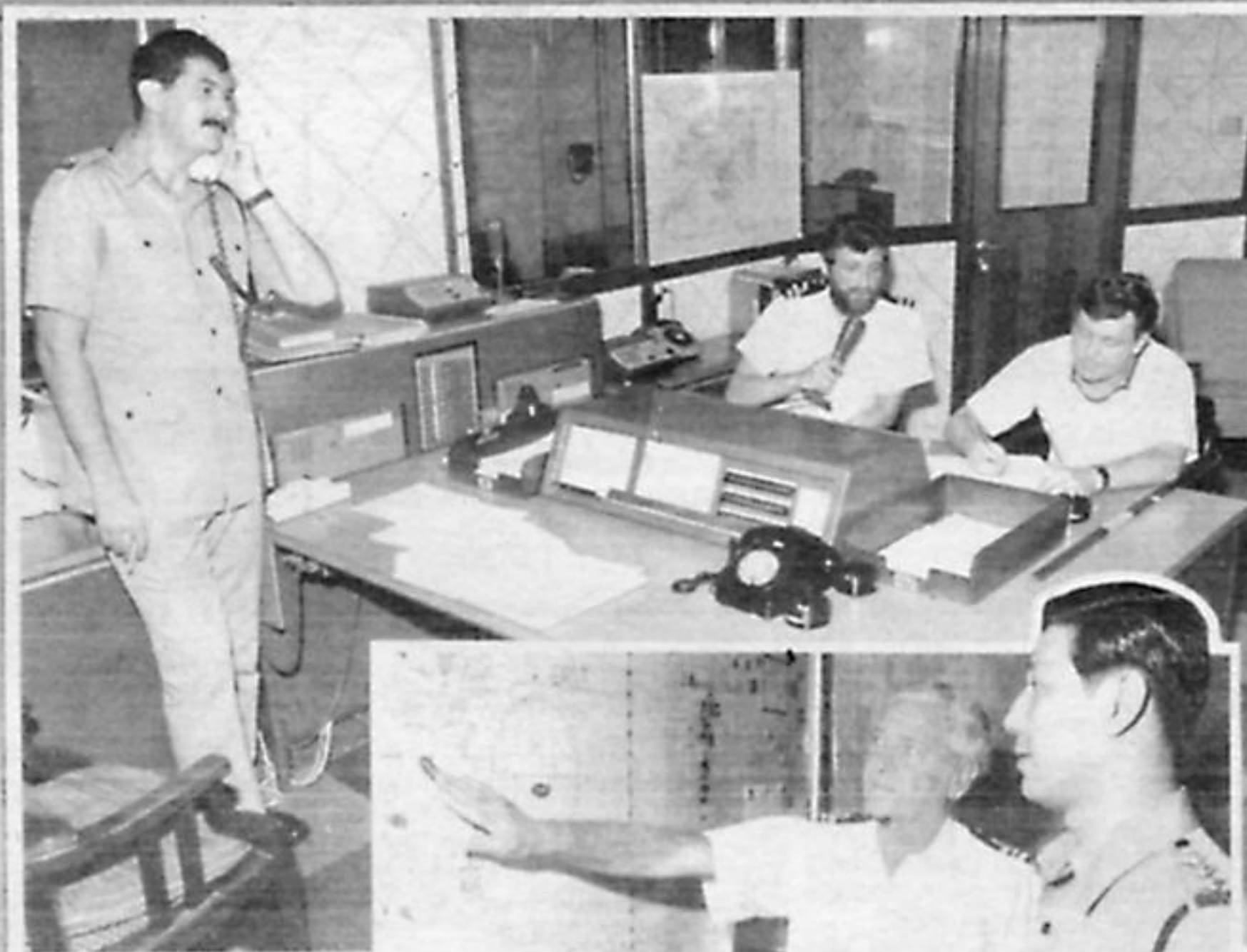
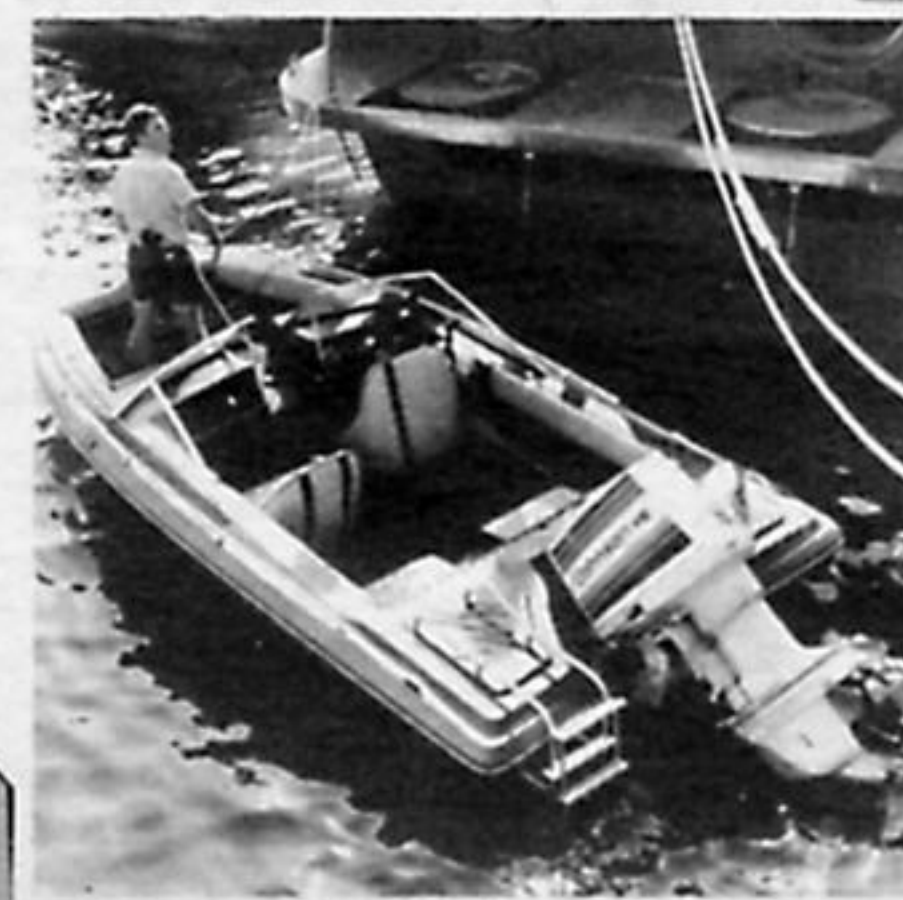
There will be two of the Ton-class patrol craft lying in wait with Sea Riders ready to give chase at 30 knots. H.M.S. Scimitar will be further inshore, mothering a pair of R.M. craft. Working closely with the fast patrol boat will be a hovercraft, also mothering a pair of Royal Marine raiders.

Sitting on a helo pad away from inquisitive eyes is the Secret Weapon — an Army Scout helicopter equipped with a brilliant Nitesun aerial spotlight.

H.M.S.  
Scimitar  
at speed.



Below — This 12ft. speedboat led a 40-knot chase for nearly an hour before it turned to escape behind H.M.S. Scimitar and was swamped by the fast patrol boat's wake. Nine illegal immigrants were found, one dead, one dying.



Pictures: Joint  
Services Public  
Relations Staff

Top — Inspector Bill Michie, Lieut. Tony Rowe and NA Jan Stodden at the main control desk in MARPOL, the joint R.N.-Marine Police ops. room which minute by minute co-ordinates operations afloat. Inset — Lieut.-Cdr. David Weston and Chief Inspector Choo Tsun Hong examine morning reports and discuss operations for the next 24 hours at the plot in the joint R.N.-Marine Police operations room.

A strident call "Flash Flash Flash Speedboat Speedboat Speedboat" shatters the quiet night. Aircrew run for their helo, Scimitar crash starts, the hovercraft works up to 50 knots — the chase is on!

In one recent incident all of these units were involved at full speed past Hong Kong's waterfront, up past H.M.S. Tamar, and into a crowded typhoon shelter where the Royals and the hovercraft team made their arrest to a standing ovation from diners on nearby sampans.

Operations are controlled from Tamar's ops. room by a team led by Lieut.-Cdr. Charles Freeman, Second

Officer Alison Trask and CPO Mitch Mitchell, supported by a team of WRNR Wrens who look after the plots.

Across the harbour in Kowloon a team of watchkeepers led by Lieut.-Cdr. David Weston mans a joint R.N.-Marine Police ops. room (known as MARPOL), from where minute by minute control of the ships at sea is conducted.

It's all go, and it's hard work. Last year the Navy and Royals arrested 12,040 illegal immigrants. This year they had arrested 5,370 by the end of August. Top scorer at that point was H.M.S. Beachampton with 1,043 arrests. During August, five speedboats were caught.

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GET WISE ON **DCIs**

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

★ **Brow nets**

To improve safety and to conform with current practice, brow safety nets have been introduced for all ship-to-ship and ship-to-shore brows on H.M. ships and Royal Fleet Auxiliary vessels.

DCI (RN) 581

★ **New ladder**

All H.M. ships (except submarines) are to replace existing sea chain ladders with a new pattern pilot ladder supplied with anti-twist spreaders.

DCI (RN) 584

★ **Giro-place**

To assist in the prevention of fraud, payment authorities have been instructed to ensure that girocheques should bear not only the name of the post office of payment, but also the location, that is the city or town.

DCI (RN) J 605

★ **Save it!**

Playing its full part in the national campaign to save energy, the Ministry of Defence has issued an urgent appeal for economy in the use of domestic fuels used for heating, lighting, cooking and for industrial purposes.

DCI (RN) J 624

# Don't trip up over travel!

A close look is to be taken at claims by personnel for unrestricted home-to-duty expenses, some confusion having arisen regarding the eligibility of those living in private accommodation.

All personnel living in private accommodation are subject to a maximum weekly refund unless they qualify for unrestricted refund under the terms of BR 8587 (Naval Leave and Travel Regulations Art 1407a(1), the relaxation of the restriction is justified solely on the grounds that there has been a notional

saving to public funds because the individual, having been in a position to move his family and receive reimbursement of removal expenses and disturbance allowance, has not done so.

Certifying and paying officers are to ensure that personnel claiming unrestricted home-to-duty expenses are properly entitled.

DCI (RN) 595

★ **TRAVEL**

As part of Ministry of Defence economies, expenditure on travel and subsistence by members of the armed forces and by M.O.D. civilians is being reduced to a minimum for the remainder of this financial year.

DCI (RN) J 606

★ **ECONOMIES**

"Keeping expenditure to a minimum without reducing effective performance" is the subject to an official statement addressed to all ranks and grades in the Ministry of Defence, and setting out ways in which economies can be made.

DCI (RN) J 610

★ **Ski trip**

Anyone interested in a skiing adventure (novice to expert) may like to take part in Exercise BAMSE IV, taking place in central Norway between March 24 and April 11, 1981. Participants will be expected to contribute £25 each towards the costs.

DCI (RN) J 626

★ **Prize list**

To encourage efficiency in naval duties, prizes are awarded from the Herbert Lott Naval Trust Fund to the top qualifiers of the courses and examinations named in an official list.

DCI (RN) 591

★ **Risk ceiling**

The ceiling beyond which no refund is made on extra premiums on life assurance policies in respect of Service risks (flying, service in Northern Ireland, free fall parachuting and bomb disposal duties) has been increased from £22,000 to £33,000.

DCI (RN) 611

★ **Early increase**

Royal Navy and Royal Marines recruits claiming discharge under the early release provisions will have to pay higher charges.

Recruits aged 17½ and over whose date of entry or attestation falls on or after July 1, 1980 are liable to pay up to seven days' gross pay instead of the £20 previously charged.

The charge for all recruits has, however, been standardised for the present at £70.

The charge payable by recruits who entered or were attested before July 1, 1980, will continue to be £20.

DCI (RN) 612



"Well, you'll just have to leave your private jet aircraft at home and come in by bus instead!"



"I was followed to work by a sheepdog!"

★ **Jersey Jenny**

All WRNS ratings may now wear a heavy wool jersey with No. 2 dress for home-to-duty travel and in the immediate vicinity of Service establishments. Hitherto, such wear was limited to senior rates only.

DCI (RN) 597

★ **Ski champs**

The Royal Navy ski-ing championships will be held at Cairngorm, Aviemore, from 2 to 6 March 1981, under the auspices of the Royal Navy Ski Club. Activities will include a proficiency course.

DCI (RN) 623

★ **Good inventions**

Awards to Ministry of Defence personnel, made on the recommendation of the Committee on Awards to Inventors, include the following —

PO(MW) R. M. Baker (£450), REMN1 A. J. Baker (£250), Lieut.-Cdr. H. S. Clark (£125), WEA1 D. Alexander (£100).

DCI (RN) 623

## Get away from it all in the Cairngorms

A holiday "away from it all" is possible for Service families at the Rothiemurchus Lodge, situated in the Cairngorms and run as a recreational centre. Accommodation is available at low cost.

The lodge, close to the Coire Gas ski area on Cairngorm, is most used during the ski-ing season. There are, however, opportunities in summer for sailing, canoeing, hill walking, rock-climbing, fishing, bird-watching and pony-trekking.

The Aviemore centre, with shops, restaurants and recreational facilities is only seven miles away.

Applications for booking or for further details should be sent to The Secretary, The Rothiemurchus Lodge Committee, Headquarters Scotland (Army), Edinburgh EH1 2YX. Telephone 031-336 1761 (or Edinburgh Military) extension 6218.

DCI (RN) J 590

★ **Red Ensign**

To give naval officers experience of the day-to-day work of the Merchant Navy, there are opportunities for them to undertake voyages in M.N. ships.

One way is as a voluntary alternative to air travel for officers not accompanied by their families when proceeding to or returning from appointments abroad.

DCI (RN) 614

★ **Exam-pled!**

Officers qualified in hydrographic surveying who have completed the Long Hydrographic Course and reached the grade of (H) 2nd class or above will be exempt from certain written papers in the examinations for Deck Officer Certificates of Competence held by the Department of Trade.

DCI (RN) 615

★ **Air transfer**

A reminder is given that limited opportunities exist for Supplementary List seaman officers serving on short service commissions to undergo flying training and to transfer to the Aircrew Supplementary List for service as observer or pilot. Officers selected for transfer will normally start flying training at the five-year point of service.

DCI (RN) 579

★ **Resettlement**

For those leaving the Service, details are announced of the resettlement courses available for 1980/81.

The subjects are wide ranging, and include "living and working" in various parts of the country and some places overseas, as well as such matters as house purchase.

DCI (RN) J 543

★ **RVM letters**

Holders of the Royal Victorian Medal will in future be able to use the letters RVM after their names.

DCI (RN) J 544

★ **Garage rates**

Since April 1, 1980, there have been increases in the charges levied for the erection of garages or carports on Ministry of Defence land.

DCI (RN) J 545

★ **Sub-aqua list**

A central tri-service register is being compiled of personnel qualified as sub aqua diving supervisors. The register will be maintained by the Officer-in-Charge, Joint Services Sub Aqua Diving Centre, Fort Bovisland, Plymouth, to whom details have to be sent by January 1, 1981.

DCI (RN) J 548

★ **Lending library**

Lending and reference facilities at Services Central Library, suspended recently because of acute staff shortage, were resumed on October 1, 1980.

DCI (RN) 551

★ **New badge**

New badges are being issued for ratings serving in the Radar(R) and Radar (S/M) sub-branches of the Operations Branch, and for WRNS ratings in the Radar category.

The design of the badges incorporates a basic device of "crossed lightning flashes on quartered concentric circles," and this replaces the present device of "spider's web crossed by lightning flashes."

The new issue will be brought into use as stocks of the earlier pattern are used up.

DCI (RN) 552

★ **Fire losses**

Fire losses in ships and establishments in 1979/80 showed a dramatic drop, the figure being £65,739 compared with £656,494 in the previous 12 months.

Altogether, 144 fires were reported in H.M. ships and 138 in shore establishments, the main causes continuing to be electrical, smoking materials, and "hot work."

DCI (RN) 567

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# Fixed-top caps to be wasted out

Uniform improvements, approved but not yet implemented, are the subject of an official "up-dating" announcement.



"Damned tie-pins!  
They're ruining my love  
life!"

## ☆Tie-pin

Rate badges in the form of a tie-pin are being introduced for head and assistant head naval nurses and clerical and quarters assistants, equating to those worn by R.N. and WRNS senior ratings in blue uniform shirt-sleeve rigs.

The use of these badges is an interim reserve until shoulder badges are produced in due course. Kit upkeep allowance will not be adjusted.

DCI(RN) 616

## ☆No character!

The character assessment requirement has been discontinued for entry into the Communications Technician Branch.

It has also been decided that ratings who have not served long enough to have achieved three years of continuous "very good" conduct may still apply to enter the branch, provided they have had unbroken "very good" conduct from their date of entry or age 17½, whichever is later.

DCI (RN) 571

## ☆Duty free rule

Clarification is given concerning the rules relating to the landing of duty-free allowances by Service personnel and civilians returning from overseas in H.M. ships or naval aircraft other than as passengers.

DCI (RN) 572

## ☆Naafi reps.

Fleet representatives attached to Naafi headquarters are now being organised on a geographical basis, the following being the choice as from September 1, 1980.

**South:** Fleet Master-at-Arms D. Muckley (currently NHC representative)

**West:** CHMEM(P) C. G. Hart (currently NHC representative)

**North-West:** Fleet Chief Petty Officer J. Angus (currently submarine representative)

**North-East:** CPOSA O. W. Harrison.

DCI (RN) 575

## ☆Boom badge

The Boom Defence Badge for "crossed shackle and marline spike" is being re-introduced for wear by senior rates after transfer to the new specialist Seaman sub-branch of the Operations Branch.

DCI (RN) 577

The dates by which it is hoped to introduce changes are indicated in brackets —

**Peaked caps:** The current pattern officers' detachable-top cap is to be the only version used by all R.N. officers and Class I and III ratings after present stocks of fixed-top caps have wasted out (late 1981 onwards).

**Rate badges:** Slip-on shoulder badges for wear on the heavy wool jerseys are being obtained. These retain existing colour schemes (red on black for leading rates and POs, gold on black for CPOs, and blue on black for WRNS ratings), except that a new multi-coloured version is being obtained for FCPOs (late 1981). It is planned to authorise the use of these badges with other rigs as soon as suitable garments with shoulder flaps are generally available. Details will be promulgated later.

**Extra trousers:** Funds for the addition of a pair of blue worsted/polyester trousers to ratings' kits were deleted from the 1980/1981 programme, and introduction of these trousers into ratings' kits cannot therefore be before the middle of 1982, at best. This forecast date is also subject to financial approval being given.

**Black leather shoes for women:** Shoes with leather soles are to be reintroduced in all three Services. The PVC soling compound on the current pattern has not worn too well and the new shoe will take on a stick-on sole and be readily repairable. Introduction will be on a wastage basis (late 1981 onwards).

**Seamen's shoes:** After complaints that the current pattern shoe (with microcellular sole) is not sufficiently robust for R.N. use, a more sturdy item with direct-moulded soles but retaining the "Gibson" style will be introduced on a wastage basis (mid-1981 onwards).

**Swords:** Loan pools of officers' and master-at-arms swords are being established in selected ships and establishments (late 1980).

**Operations Branch badges:** Two new designs for sub-branch badges have received Admiralty Board approval, namely for the Missile sub-branch (late 1981), and Mine Warfare sub-branch (starting early 1981).

The first of these badges will have a basic device of "crossed missiles", and the other, while still of a "horned contact mine" will exclude the letters "MW".

It is Ministry of Defence (N) policy, wherever it can be done sensibly, to use the same pattern ready-made garments for officers and ratings, since this helps to keep replacement costs at reasonable levels.

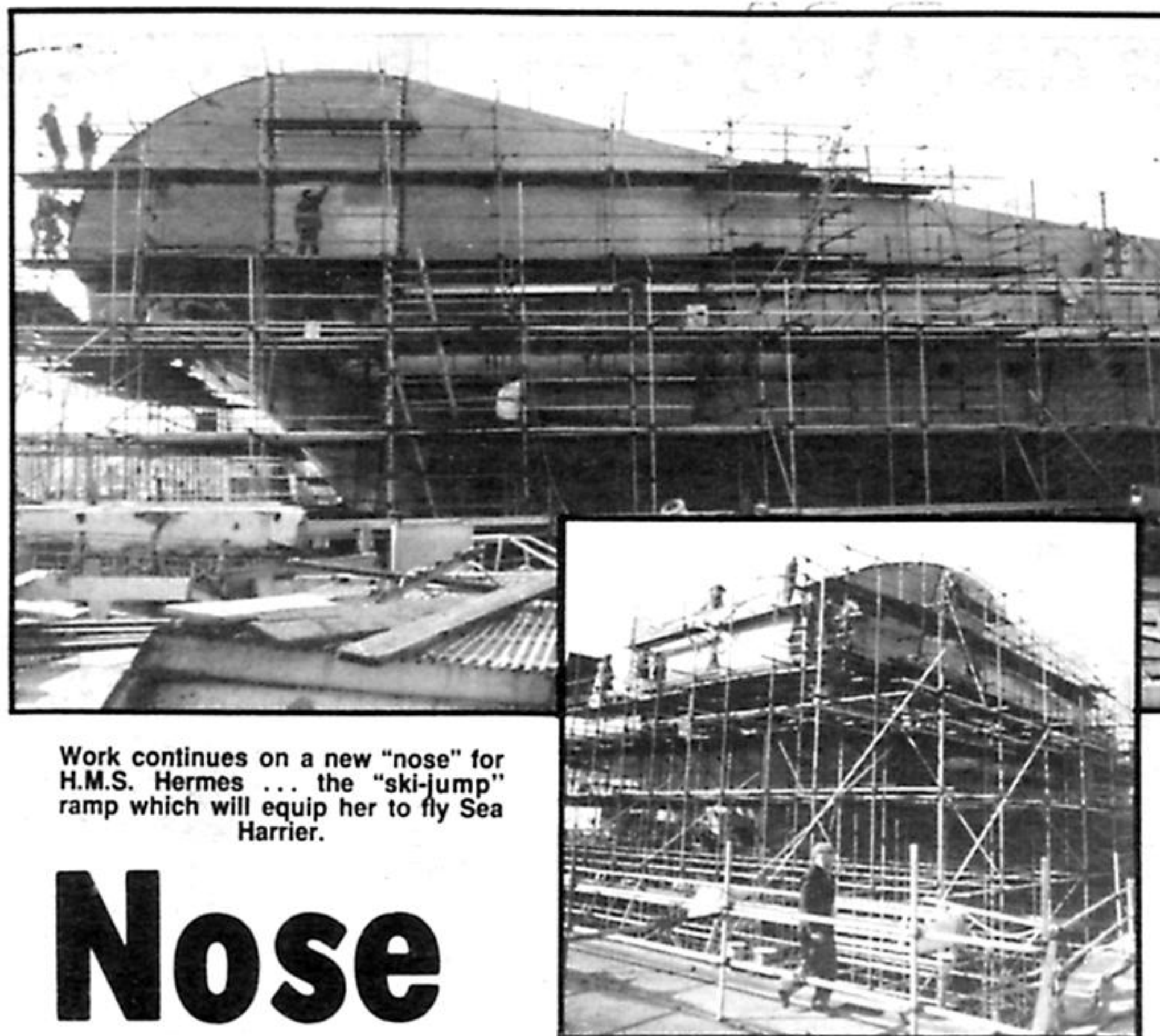
DCI (RN) 630

## ☆POs' course

It is only possible for H.M.S. Centurion (Naval Drafting Division) to draft ratings to undergo the petty officers' leadership course from among petty officers and acting chief petty officers (including 2nd and 1st class artificers / mechanics / medical technicians / communications technicians) who become available between drafts. Otherwise ratings have to be spared from their current drafts to undergo the course.

Commanding officers should note this, and should endeavour to spare ratings accordingly.

DCI (RN) 632



Work continues on a new "nose" for H.M.S. Hermes ... the "ski-jump" ramp which will equip her to fly Sea Harrier.

# Nose job for a big birthday girl

H.M.S. Hermes, the biggest ship in the Royal Navy, celebrates her 21st birthday on November 25. The ship is in major refit at Portsmouth, preparing for yet another role in her varied career.

Commissioned in 1959 as an entirely new class of aircraft carrier, the Hermes boasted three post-war British inventions — the angled flight deck, the deck landing mirror sight, and the steam catapult.

Until 1970 she operated all over the world as a conventional carrier, and was then modernised at Devonport and converted into a helicopter commando carrier.

In 1976 she was again in refit, this time emerging as an anti-submarine support ship. Her current stay in Portsmouth Dockyard will see her fully equipped to operate Sea Harrier off the "ski-jump" ramp now fitted to her deck.

## EVACUATION

Launched by Lady Churchill at Barrow-in-Furness in 1953, H.M.S. Hermes was involved in peace-keeping operations in Borneo, the Indonesian confrontations, and the withdrawal from Aden. In 1974 she evacuated 2,500 people, mostly by helicopter, from a beach near Kyrenia in Cyprus.

Over the years, the Hermes has operated almost every type of naval fixed wing aircraft and helicopter, including Scimitar, Sea Vixen, Buccaneer and Gannet.

The ship's magazine, "Highlights of Hermes, 1978-80," is available to former members of the ship's company during that period. Only 1,500 have been printed, and are available (price 75p plus 25p p. & p.) from the Editor, Hermes Magazine, H.M.S. Hermes, H.M. Dockyard, Portsmouth. Cheques and postal orders should be made payable to the ship's Welfare Fund and crossed.

## Nelson's round?

Warrington's newest pub, the Nelson's Quarter, was officially opened on October 10 by Cdr. Gerald Kinch, commanding officer of H.M.S. Tartar. A dozen of the ship's company were present for an opening night tot. The pub, appropriately, is in Admiral's Road, Oakwood.

# So busy for job hunters

More Servicemen are seeking the help of the Regular Forces Employment Association in the worsening employment situation, and job finding has become much more competitive.

So said the president of the association (Admiral Sir Desmond Dreyer) presenting the annual report in October. "I would like to congratulate all employment officers on the way they are tackling this difficult task," he added.

In all, 6,988 ex-Servicemen were found jobs in the 15 months covered by the report. There was a significant increase in the Post Office, especially in the PO Engineering Department, and recruitment to the Police improved.

## UNEMPLOYED

The report shows that in March this year 550 men and women were unemployed for six months or more after leaving the Services. Compared with 454 the previous September. Although rising, these figures were still low in comparison with total numbers leaving the Services.

The report shows that the association, which now gets 80 per cent of its money from public funds, spent £305,356 in the 15 months under review. This works out at a cost to the taxpayer of £33 a job, which compares favourably with other employment agencies, says the report.

The other 20 per cent of the association's funds comes mainly from grants from the Services' welfare funds. (In the Navy substantial grants are made from the Sailors' Fund and the Fleet Amenities Fund).

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## PEOPLE

## IN THE NEWS

## Wrens spread their

HAPPIEST  
LANDING

Champagne corks popped on board H.M.S. Herald when Lieut.-Cdr. MALCOLM KENNARD brought his Wasp helicopter down for his 1,000th deck landing on the survey ship — a figure achieved with one aircraft during one commission.

Lieut.-Cdr. Kennard, who joined the Herald two years ago, is pictured at the

controls of the aircraft which has supported the ship's work off the north-west coast of Scotland and earlier in Iranian waters.

While in the Arabian Gulf the Wasp averaged 60 hours' flying time a month and set an on-board record of 88 hours in one month.



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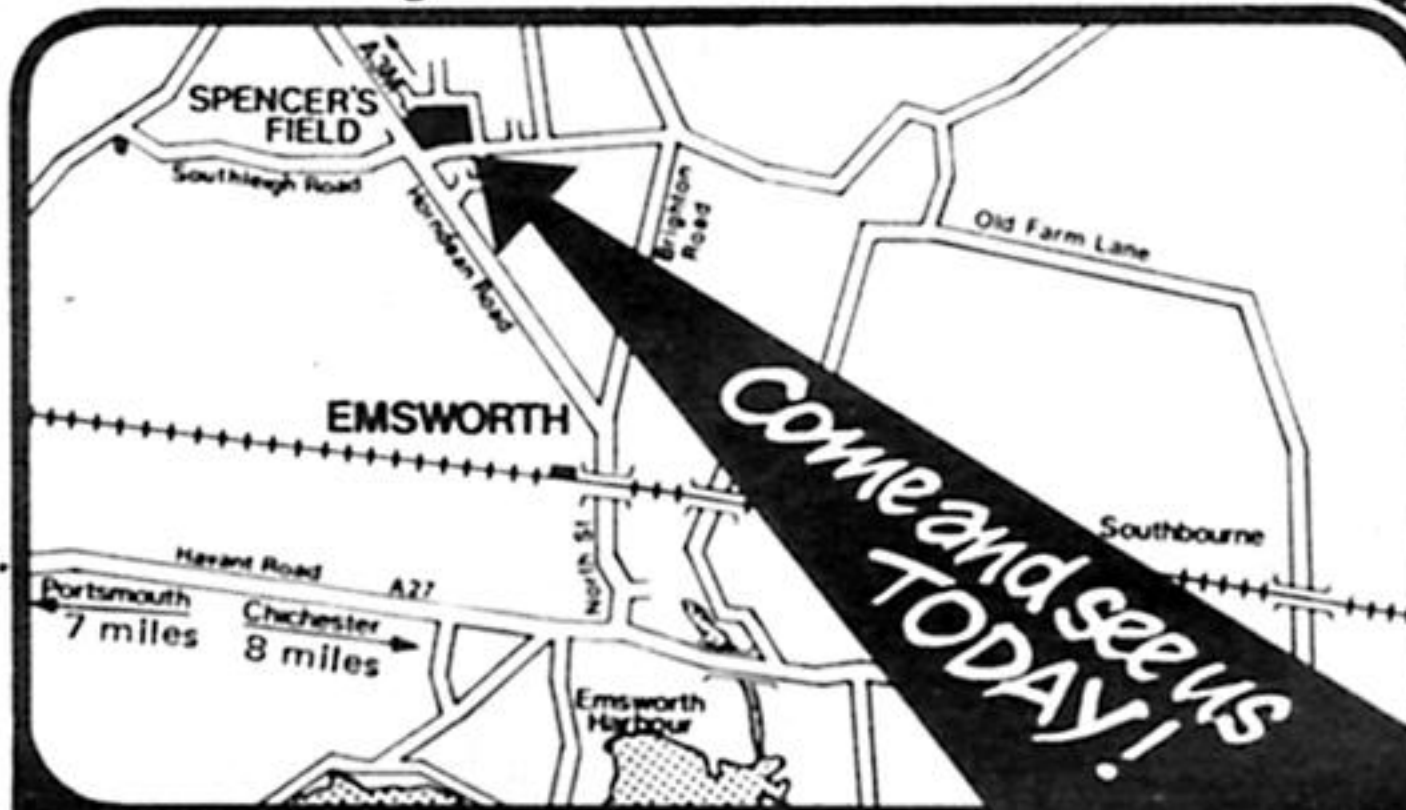
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# wings

No, the Navy has not started using women aircrew, as this picture might suggest. Wren MTs **LEIGH BUTLER** and **CHRISTINE TRAPPIST** were taking their first flight, thanks to the Britannia Royal Naval College Flying Camp.

Togged up for the occasion in standard flying gear and Mae Wests, they were taken for a joy ride around the Isle de Re, off Rochelle, during the Dartmouth fliers' fortnight in France.

Leigh and Christine used summer leave from their duties at the Commando Training Centre at Lympstone to carry camping gear and stores in a four-ton truck which followed the six aircraft to the Dordogne.

They drove about 2,500 miles, including an unscheduled detour through Belgium to beat the French fishermen's blockade.



## Brushing up on old memories

Chaplain of the Fleet, the VEN. **RAYMOND ROBERTS**, dusts over a few old memories on a pastoral visit to H.M.S. Mercury. The banisters of the beautiful staircase in the Main House comprised his cleaning station when he served in Mercury as a Coder (Education) in 1942.



## WELL BLOW ME DOWN!

Portsmouth F.C. goalkeeper Peter Mellor found himself with this outside handicap when challenged to a game of blow football by CPO **JIM MOULSON**.

The one-sided encounter took place when the Fleet Chiefs and CPOs of H.M.S. Daedalus invited the Pompey players and their wives and girlfriends to a games evening at the mess.

After playing darts, snooker, billiards and carpet bowls, Pompey chalked up another away win — blow football notwithstanding.



## Twin berth at H.M.S. Cochrane

Navy twins **LESLIE** and **KEVIN HUBBARD** have by chance been drafted to the same establishment, the first time their paths have crossed in the Service since they joined as stewards more than six years ago.

Both now serve in H.M.S. Cochrane and, until Kevin leaves the Navy in a few months' time, they will see more of each other than they have for many a year.

### ANTIQUE BOTTLES

Although identical in features and stature — they are both 6ft. 2in. tall — their hobbies differ widely, as this picture shows.

Leslie (right) lives in Middlesbrough with his wife and baby daughter. His hobby is collecting antique bottles and here he shows off some of his 300-bottle collection against the sleek

bodywork of his brother's main pastime.

Kevin, who lives with his wife in Sunderland, likes nothing better than to tinker with fast cars and as a result is a competent, self-taught mechanic.

## UNIQUE HONOUR

Royal Navy Fleet Chief **JEFF BLOORE** has been awarded the Commendation of the Maritime Commander at Halifax, Nova Scotia — the first time that such an honour has been bestowed on a non-Canadian.

During the first half of this year FCPO Bloore showed himself to be "outstanding as a technician and supervisor" while serving as technical officer on short-term loan to the Canadian patrol submarine H.M.C.S. Okanagan.

## Tom's tour de force

CPO **TOM DOWNES** was in hospital last year recovering from a spinal operation; this year he cycled more than 1,000 miles "for the therapy".

Tom, of 819 Naval Air Squadron, H.M.S. Gannet, is pictured before he left for a 350-mile journey north to Cape Wrath. There he made a quick turn-round and covered the 750 miles to Portland — all in his summer leave.

He has had several spinal operations since being injured in a helicopter crash six years ago and has taken up cycling on an impressive scale because it helps his recovery. He lives in Weymouth and is a member of the West Dorset section of the Cyclist Touring Club.

Picture: LA(Phot) M. McBarron



## A RARE JAUNTY

For 30 years **MAA KEN ETHERIDGE** has taken in his jaunty stride the pressure of work as Master at Arms. And to mark the

anniversary of his attaining that rate in 1950 his Regulating Branch colleagues presented him with a barometer during a lunchtime celebration in H.M.S. Nelson.

He is pictured here receiving the gift from Cdr. Willy Stewart, commanding officer of the R.N. Detention Quarters in Portsmouth.

### MASTER AT 27

**MAA Etheridge** joined the Navy as a signal boy in 1940, transferred to the Regulating Branch in Plymouth five years later and was promoted Master at Arms at the age of 27 while serving in the old Victoria Barracks, Southsea. He has been serving in R.N.D.Q.s for 16 years.

## Masterly advance

A masterly advance by **Lieut. D. L. HOWELLS** has brought him an M.Sc. degree six years after his promotion from CPO to the Special Duties List.

Having completed the Nuclear Advanced Course at the Royal Naval College, Greenwich, Lieut. Howells received his M.Sc. from Commander the Prince of Wales at a degree congregation at Cardiff City Hall.

Lieut. Howells transferred to the General List in 1978 and is now serving in the Nuclear Primary Plant Design Section at Foxhill, Bath.

## All aboard!

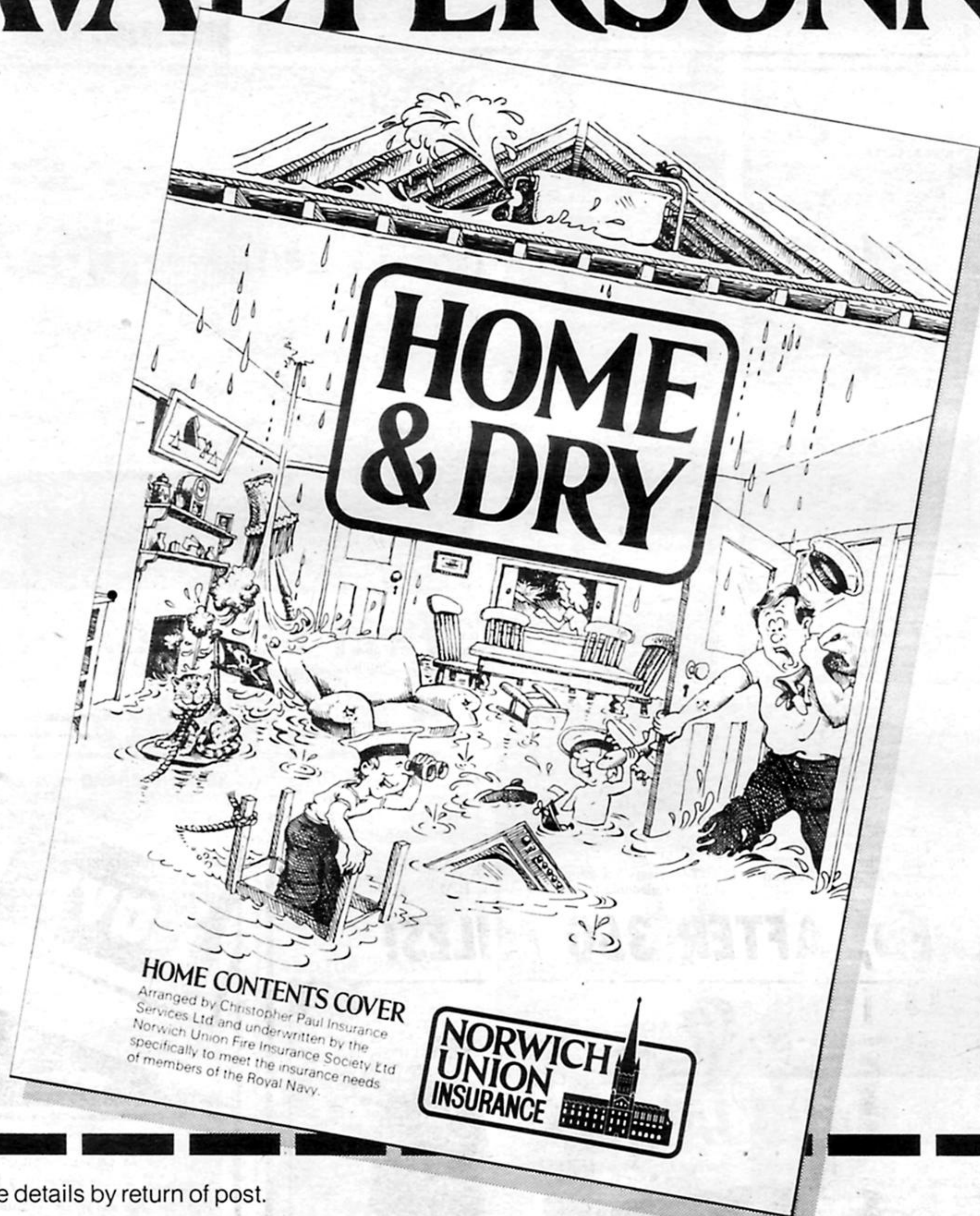
Embarkation station for the First Sea Lord, **Admiral Sir Henry Leach**, as he hands his rail ticket to collector **Mr. Arthur** at Plymouth. **Admiral Leach** returned to London in the cab of a high-speed train after visiting Devonport's Frigate and Submarine Complex and H.M.S. Andromeda.



Picture: PO(Phot) Mick Cunningham



# A NEW DEAL FOR NAVAL PERSONNEL



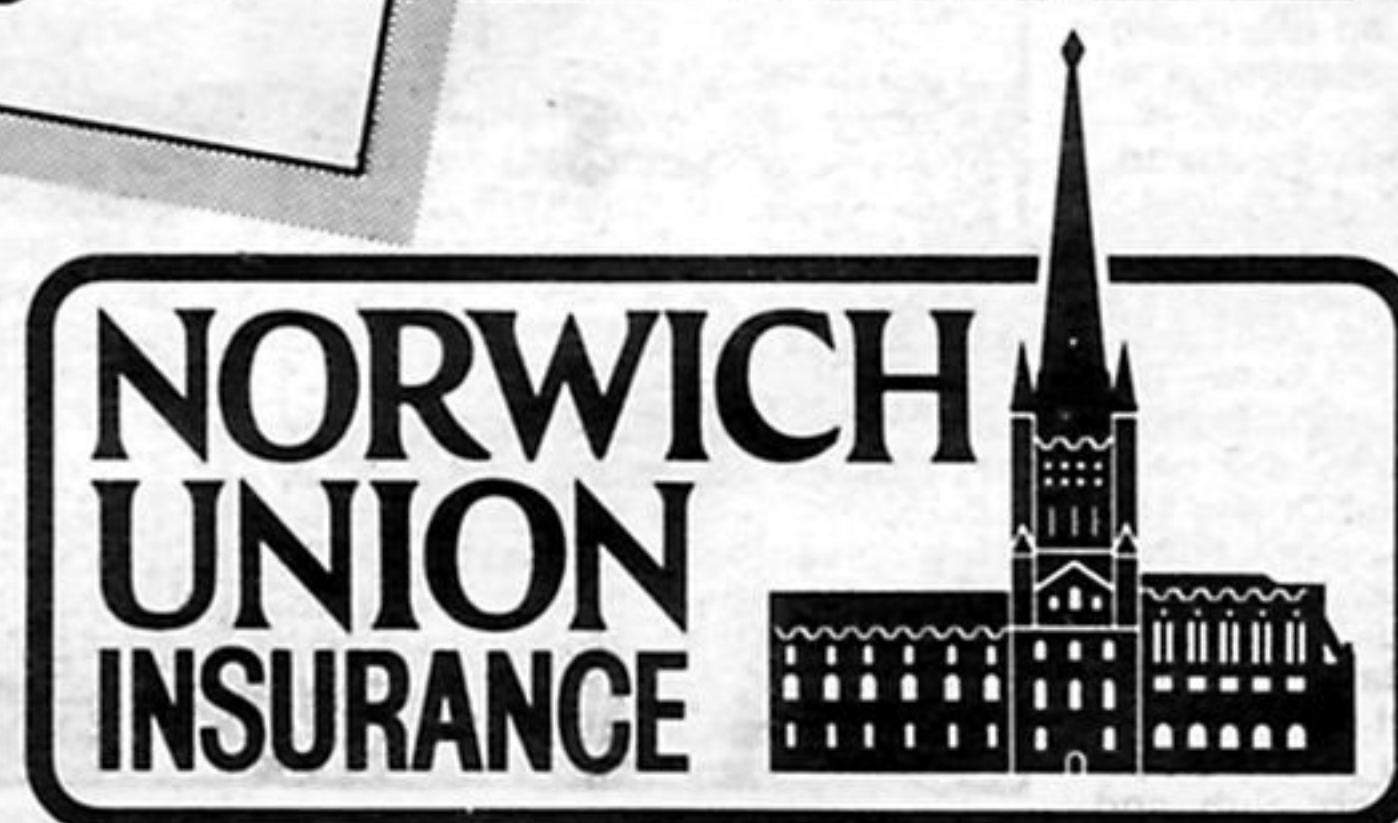
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# Charity begins ... in the South China Sea!



Naiad's deck runners — LSTD Waldrom, AB(M) Makepeace and LSTD Slater.

Who says charity begins at home? In the Royal Navy it starts anywhere a few sailors can be persuaded to part with their pennies — on the Rock, for example, or the South China Sea ...

Three of H.M.S. Naiad's company turned to for an eight-hour marathon round the upper deck while on passage to South Korea. LSTD Gary Slater (252 laps), LSTD Wally Waldrom (280) and AB(M) Graham Makepeace (283) kept going on a hot, sultry day, and raised more than £260 towards the cost of a kidney machine.

Back home in Devonport, two men from the refitting H.M.S. Euryalus proved the ship's company has not forgotten friends in the north.

MAA Wiggy Bennett and LREG Christopher Mansfield moved into RNP HQ at Devonport to complete a 24-hour non-stop darts marathon to raise money for the Euryalus Physically Handicapped and Able Bodied Club in the ship's affiliated Borough of South Tyneside.

Encouraged by ship mates and scorer LMA Tom Arnot, the undaunted darters raised a magnificent £667 — after shelling out £5 to SEA(S) Iain Coates who guessed closest to their final points total of 506,522.

Two chiefs serving in the Commander-in-Chief Fleet's headquarters at Northwood took to pedal pushing to raise money for their adopted charity, Cadlington House for mentally handicapped children at Horndean, near Portsmouth.

CRS John Lancaster and CPO(Met) Gary Trent cycled from H.M.S. Warrior to Cadlington House and back again — a distance of 143 miles. CPO Lancaster had a dodgy moment with an unfriendly vehicle, and CPO Trent had to push his punctured steed for nine miles until their escort caught up.

Their efforts raised about



£500, bringing to just over £1,000 the amount raised for Cadlington House in the last 12 months.

Capt. John Jacobsen of H.M.S. Raleigh presented Plymouth Branch of the Friends of the Disabled with a cheque for £600 at a passing out ceremony at the

The H.M.S. Vernon-based Anti-Submarine Warfare Instructors Association (TASI) raised £100 for Cancer Research by raffling a doll and a rose bowl full of home-made chocolates. Watneys donated

man. Morning prayers had hardly ended when, with thunder flashes crashing all about, naval chaplain the Rev. Rowland Webb was bundled into a car and driven off.

Fortunately, Capt. Peter Howard, Captain of Caledonia, was able to raise the "ransom" money, more than £123, and the chaplain was released 24 hours later.

The money, from the staff, trainees and visiting parents, was later paid over to Lynebank Hospital for the mentally handicapped, Dunfermline. The kidnappers, incidentally, were drawn from the passing out class of apprentices.

A cheque for £2,500 raised by H.M.S. Arrow has been

some goodies for auction to help the fund-raising, and CPO Jim Green duly presented the cheque to Mr. John Lewington, area representative for Cancer Research.

"Terrorists" swooped in H.M.S. Caledonia to get their

establishment. Teams of officers, ratings and trainees raised £1,200 by a sponsored swim. Half the money went to the Friends and half to Plymouth's Physically Handicapped and Able Bodied Association.

## HELPING HANDS

## KNACKYERED, AFTER 350 MILES!

The Mayor of Durham welcomes eight cyclists from H.M.S. Invincible, the city's adopted ship, on their arrival from Portsmouth. The eight completed their 350-mile journey in 3½ days, raising about £500 for the Mayor's Appeal Fund to buy an electronic cancer scanner. The cyclists — POMEM McCreadie (pictured presenting Mayor Joe Anderson with a ship's crest), LMEMs Muncaster and Edwards, and MEMs Farrand, Farrimond, Morton, McCabe and Parks — and support driver MEMN2 Tiny Carr, were treated to a reception buffet in the Town Hall, wine and dine at a local working men's club and a night club, and accommodated free of charge at the Knicky Knacky Guest House in nearby Croxdale.



Picture: Durham Advertiser.



Above — Not far to go now ... CRS John Lancaster (left) and CPO Gary Trent make absolutely certain they are on the right road to Horndean. But they still had to ride back to Northwood to complete their sponsored marathon for Cadlington House. See story for more details.

## TODDLERS ON THE TIPPLE

Left — These "babies" from H.M.S. Rooke certainly like their "liquids," so it was just as well kindly local bar owners refilled their bottles free of charge when the Rooke ratings attempted a sponsored crawl at Gibraltar. The event was so well supported that several hundred pounds were raised for a Manchester baby unit. Which no doubt accounts for all those nappy smiles in our picture ...

Picture: LA(Phot) Colin Morgan.

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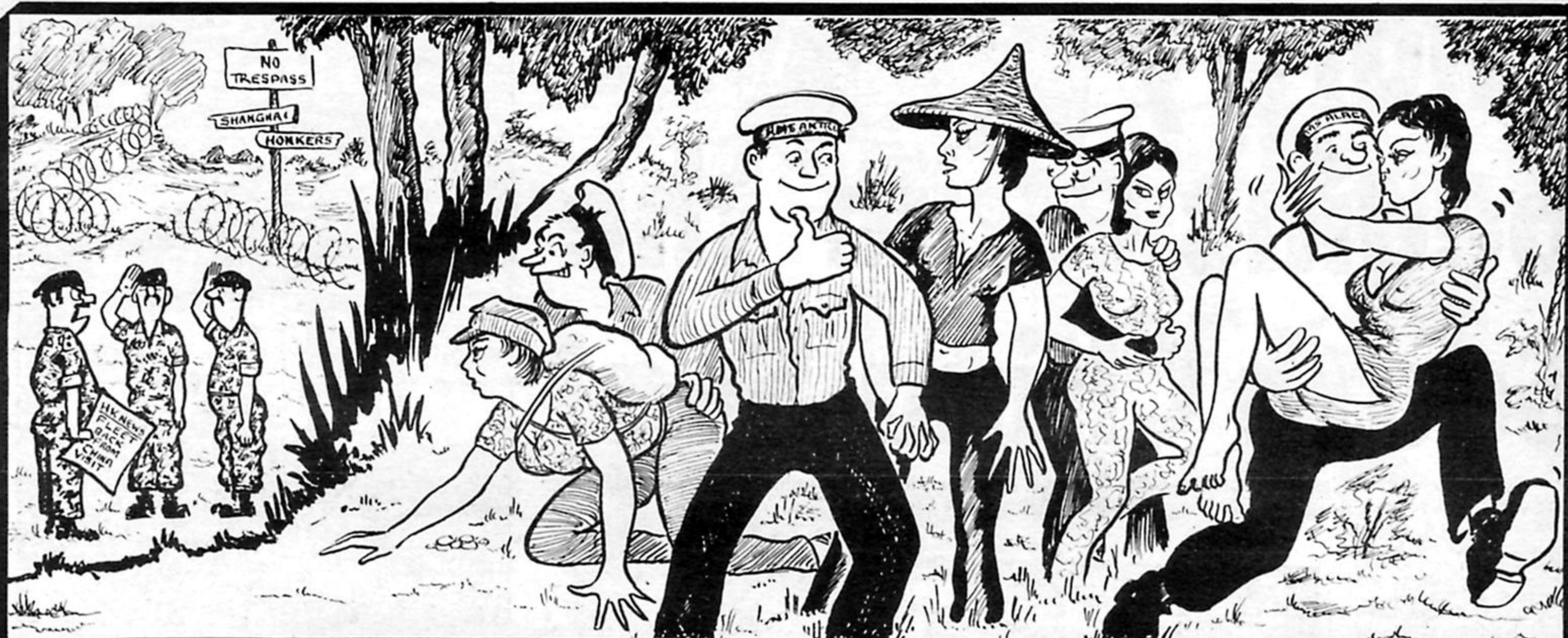
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## NEWSVIEW

### Take the sex out of ships? Not likely

One of the more bizarre cults currently flourishing on the West Coast of the United States aims to persuade wayward newspaper writers to use a "non-sexist" language, it is reported.

It's woe betide those who print the names of men before women too often. "Male persons should not be first in order of mention more than half the time," they say. So start counting you non-sexist watchdogs!

Titles like Miss and Mrs. are regarded as verging on the obscene and even Mr. is offensive. They don't go overboard on Ms either (then who does?). But surely they overstep themselves and meddle in the very laws of nature in having the temerity to suggest that ships should be "it" rather than "she."

#### Sailors know

Consulting Covey-Crump, a valued glossary of naval terms and legends to which we often turn in trouble, we looked for "gender" (how about that for a wicked one?) to find clearly spelt out what every sailor knows, that H.M. ships are feminine. They're all females — even the Bulldog, the Battleaxe and, of course, the Bristol.

But Covey-Crump goes on to spoil it rather by printing this acid observation by ancient author Plautus that "if a man is looking for trouble he only has to buy a ship or take a wife; both of them will always need trimming."

So there you have it. Sexists were alive and well and living in the 2nd Century B.C. long before the Ms was invented.

#### It's a tribute

Doubtless Navy News stands guilty. But, fixed in habit and too old to change now, we pledge that ships (and certainly H.M. warships) will remain "she" in these columns. After all, what finer tribute could there be both to ship and woman?

Yet a thought lingers. "It" would neatly avoid a perilous pitfall into which we have nearly tumbled more than once. For example: "The Duchess of Waterlooville launched H.M.S. Unthinkable last month. Of 2,500 tons displacement, heavily armed and capable of 25 knots, she went down the slipway with ease."

Now there's ammunition for those who reckon we're sexist . . .

Ever since 1745 when Commodore Peter Warren in H.M.S. Superb captured the French fortress of Louisbourg at Cape Breton, Nova Scotia, the Royal Navy has had a permanent presence in Canada. At one time the Royal Navy maintained three dockyards — Halifax, Esquimalt, and Kingston — but these passed into Canadian control in 1919 with the creation of the Royal Canadian Navy.

Currently, 27 Royal Navy personnel are serving in Canada on exchange service with the Canadian Armed Forces and with the British Defence Liaison Staff in Ottawa. By far the largest concentration of "Kippers" is in Halifax, Nova Scotia, where 15 R.N. exchange personnel fill a number of key shore training and administrative posts as well as serving at sea in Canadian submarines and shipborne helicopter detachments.

This is believed to be the largest concentration of R.N. exchange personnel anywhere in the world.

Stepping off an R.A.F. VC10 at Ottawa into a -30°C Canadian winter is a daunting prospect for those selected for "two years exchange service with C.A.F." But it is not all snow and ice, as many R.N. personnel can testify, because Canada is a country of great extremes as befits the most extended nation in the western world.

Summer temperatures are often in excess of 30°C, giving exchange personnel and their families the chance to try their hands at a great variety of leisure and sporting pursuits. Apart from the conventional sports, exchange personnel have the opportunity to ski, snowshoe, and waterski as well as having some of the best hunting and fishing close at hand.

Lieut.-Cdr. John Oldham-Malcolm and Glen Robinson-Moltke assist LWren Jean Quarrie and CPO Paul Gould in the Tactical Trainer at the Fleet School, Halifax.



# THE CANADA CONNECTION



This must surely be the only R.N. ice hockey team. It is made up of exchange personnel in Halifax, Nova Scotia. Back row (left-right): Lieut.-Cdr. Doug Pike, Glen Robinson-Moltke, and John Oldham-Malcolm, WO Donovan C.F., and Lieut. Richard LeFluty. Front: Lieut.-Cdr. Bernie Cockfield and Ray Wright, LWren Linda Salmon, Lieut.-Cdr. Fabian Malbon, and Lieut (N) Chris Dunn, CF.

While the three Canadian Services were unified in 1967 and adopted a common green uniform, the Maritime element has retained many of the R.C.N. traditions and some measure of autonomy. R.N. personnel soon find they are working in a familiar naval setting with a distinctive North American flavour.

Links between the Canadian Navy and the Royal Navy are many, but nowhere are they stronger than in the Submarine Service. The three U.K.-built Oberon submarines operating under the Canadian flag are frequent visitors to British waters. As part of this two-way exchange, H.M.S. Odin operated from Halifax in March and April this year, and a number of engineering personnel have been loaned for short periods to the Canadians.

Ship visits to Canada often bring the Royal Navy into contact with isolated communities, as recently happened when H.M.S. Eskimo visited Goose Bay in Labrador. The site of an airfield originally constructed as a staging point for the Atlantic ferry route in the Second World War, Goose Bay is now an important R.A.F. low level training facility and an important economic centre in this sparsely populated area.

Among the guests onboard H.M.S. Eskimo during the visit were Eskimos from the local community, representatives of the Hudson Bay Company and Alistair Mars of H.M.S. Unbroken fame.

Throughout this summer, midshipmen have been seen in several Canadian warships undergoing sea training due to a temporary shortage of sea training billets in the R.N. Snotties have not been seen in Canadian ships for 20 years and many memories have been jogged by the sight of the once-familiar white patches.

#### ● Unique winter

The unique Canadian winter has been used to put new ships and aircraft to the test. H.M.S. Boardsworld, the Hawk and the Lynx helicopters have become new members of the Polar Bear Cub when they completed cold weather trials recently.

Who would expect to find a deep diving facility over 1,300 miles from the nearest sea? Well, it exists in Canada: at the Defence and Civil Institute of Environmental Medicine north of Toronto. In the diving unit, experiments are conducted into new diving equipment and techniques with the assistance of an R.N. exchange officer.

#### ● Arctic expedition

Recently returned from Ellesmere Island in the Canadian Arctic is the Joint Services Expedition 1980 led by CPO Steve Williams from R.N.A.S. Portland. The 12 man expedition has spent three months in the High Arctic this summer recording traces of early Eskimo settlements, collecting specimens of flora and fauna and making wildlife and weather observations.

While the Royal Navy's presence in Canada is not as great as it was at the peak of World War II, its activities are many and varied and help for a greater understanding between the two Navies.



# DAEDALUS DIVERS FREE TRAPPED SEAMAN

Within hours of plucking a seaman from inside a capsized barge, two Royal Navy aircrew divers were at his hospital bedside to hear him thank them for saving his life.

The rescuers, CPOACMN Dave Brown and LACMN John Spencer, were called into action when the 80ft. barge rolled over in choppy seas in the Solent on October 10.

## HYDRA'S WASP ON PHOTO MISSION

During H.M.S. Hydra's refit, her Wasp helicopter has been travelling around Britain and the Continent, putting ports in the picture . . .

A team of seven, led by pilot Lieut. Scot Wilson, has travelled the coasts of Britain, Northern France, Belgium and Holland taking photographs of port entrances at low level.

The pictures — taken by a special camera outside the Wasp and one hand-held by a crewman — will appear in new editions of Admiralty Sailing Directions produced by the Hydrographer of the Navy.

As aids to navigation into ports, harbours and estuaries, the panoramic pictures will include inset enlargements of beacon positions and will be invaluable not only to Royal Navy navigators but to the worldwide merchant fleet customers for the Hydrographer's charts and pilots.

As well as Lieut. Wilson the team comprised CPOs Howard Manning and Colin Rees, POs Michael Cockerill and Michael Rees, LREM Russell Gilbert, and LAM Barry Flewitt.

One crew member was thrown into the sea and picked up by a fishing vessel, but the only other man on board, Mr. Steven Devereux, was trapped below as water flooded in.

Breathing in an air pocket, he tapped on the hull to signal for help — which was not long in coming.

Within half an hour of the accident a Wessex Search and Rescue helicopter from H.M.S. Daedalus was hovering over the upturned barge. After LACMN Spencer jumped into the sea to try to locate the trapped man the Wessex — piloted by Lieut. Bill Sample — returned to Daedalus to pick up two more divers.

## Darkness

Swimming underwater, LACMN Spencer smashed open a hatch and entered the pitch-darkness. Without a torch he felt his way to the air pocket, calmed Mr. Devereux and returned for another breathing set.

By this time CPO Brown was in the water and both divers re-entered the barge to help Mr. Devereux to safety. During the hazardous swim to freedom, LACMN Spencer — the last to leave the vessel — found his way blocked by flotsam. After what he later described as "a pretty scary" time he managed to remove the obstruction and wriggle clear.

Both seamen were taken to the R.N. Hospital, Haslar, where Mr. Devereux told his rescuers: "You were magnificent."

## COME IN, NUMBER 42 ...



On the beach after a hair-raising voyage to safety is Royal Navy Sea King 42, the helicopter that refused to sink.

Number 42 was night-flying at 40ft. and trailing a sonar detector when a mechanical failure caused it to ditch in the sea six miles off Falmouth. The pilot, Lieut. Mike Wells, immediately inflated the buoyancy bags — and the crew were amazed to find that there was no sign of the helicopter sinking in the 5ft. swell.

So, buoyed up by hope as well as technology, the three-man crew decided to go for broke and "drive" the Sea King ashore. Two hours later they beached at Swanpool, Falmouth, without getting their feet wet.

Last stage in the aircraft's recovery was an airlift by a U.S. Marines "Jolly Green Giant" helicopter which took number 42 back to its home with 826 Squadron at R.N. air station, Culdrose.

Picture: PO(Phot) P. J. Packenas

## Caledonia's high-fliers

H.M.S. Caledonia's high-box display team gave its final performance of a busy season to parents visiting the establishment for the passing out parade.

The 16-strong team is made up of volunteers under training in Caledonia and has achieved a remarkably high standard of performance.

## Sailor of the century

One of the Royal Navy's Boer War veterans whose feat inspired the Royal Tournament field gun run has been feted by two navies on his 100th birthday.

Capt. John Rickards Middleton, R.N. (retd.) — probably the oldest senior officer still drawing a Navy pension — was entertained to a birthday lunch on board H.M.N.Z.S. Waikato at Gisborne, New Zealand, where he now lives.

His centenary, on October 9, was also marked by a telegram from the Queen, from H.M.S. Vernon and a letter from the First Sea Lord, Admiral Sir Henry Leach.

Capt. Middleton joined the Royal Navy in 1895 and five years later was involved in the struggle to manhandle guns from his warship across the rough terrain of Natal during the relief of Ladysmith.

## TRADITION

That action added the field gun teams to Royal Navy tradition and brought about the Royal Tournament field gun run.

He won the D.S.O. for mine clearance in the First World War and worked on the Board of Invention with Lord Rutherford and other leading scientists. He contributed to the development of automatic torpedo control, anti-aircraft weaponry and mine and depth-charge tactics.

Capt. Middleton retired in 1920 and emigrated to New Zealand, where he lives with one of his daughters.

## Apollo's Yorkshire lass!



Lovely Denise Flounders found she had overwhelming Navy support when H.M.S. Apollo visited Scarborough.

The 20-year-old local nursing auxiliary was voted the new Miss Apollo by a hand-picked team of 200 talent spotters led by CWEM Joe Corbin. They chose Denise at a beauty contest held during a "Meet the Navy" night in the town's Tiffany's club.

Runners-up were housewife Dawn Branson

and sales assistant Lynn Coates. All three girls received cash prizes and a selection of Apollo mementos. They were also treated to a tour of the ship and entertained handsomely in the CPOs Mess.

Denise, pictured here in the arms of CPOs Curtis, Barnard and Ramsden, was crowned by her predecessor, Jane Riby. The new Miss Apollo will hold her title until the ship returns to her affiliated town next year.

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# VERNON FOREVER

## On course for the 21st Century

"Vernon Will Always Live" is the translated motto of the Royal Navy's establishment near the entrance to Portsmouth Harbour. That maxim rings as true today as it has throughout H.M.S. Vernon's century-long contribution to the development of naval know-how in war and peace.

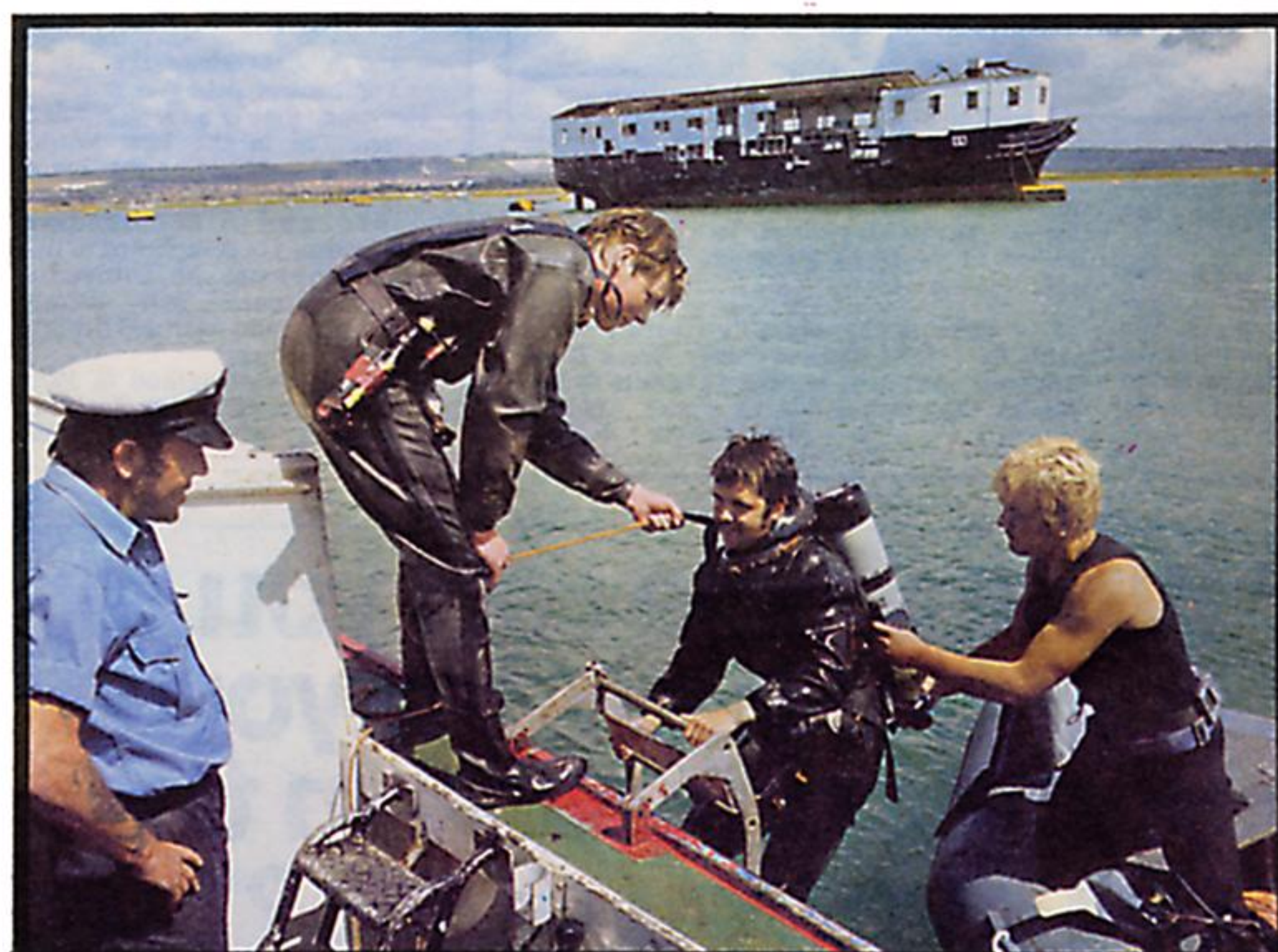
Already laying the foundations for its role in the 21st Century, Vernon

is continually updating techniques in its main task as training centre for mine warfare, diving and seamanship.

The Seamanship School this year moved from its old location between Albert Johnson Quay and Flathouse Quay to modern quarters inside Vernon; while the mine warfare section is being geared up to supply the new Hunt-class MCM vessels with highly-trained men.

Next year it is planned to move in from H.M.S. Collingwood the operator trainer for the sonar equipping the Hunts — and in 1982 the Hunt-class Command Team Trainer will be delivered.

The latter will be housed in two 40ft. caravans and simulates the operations room of the new MCM vessels. Once installed it will cut down the sea time taken up in



Dive completed ... Instructor CPO(D) "Jasper" Peters checks students returning from a ship's bottom search. LS Wilcox of H.M.S. Vernon is climbing out of the water helped by MEM Turner, R.N.R., of H.M.S. Graham and MNE Collins of H.M.S. Endurance. The hulk in the background is that of Gannet, under repair by the Gosport-based H.M.S. Gannet Society.

## DIVING

### It's tough at the bottom . . .

All career diving training for the Fleet takes place at H.M.S. Vernon where a team of 60, headed by a diving training officer, makes up the staff of Deepwater Division.

After initial training at H.M.S. Raleigh seamen divers are given a 13-week course at Vernon to prepare them for the use of air breathing and clearance diving equipment to a depth of 55 metres.

Five courses a year are run for ships' divers considered good enough to become career divers — and the average of 40 a year who get through the stiff test of physical and mental capabilities represents an 80 per cent finishing rate.

During the three-term year there are usually three leading seaman courses of 16 weeks and two petty officer courses of 20, followed by training at the Defence Explosive Ordnance

School from one week, in the case of leading seamen divers, to seven weeks for POs and officers.

Initial training at Vernon takes place in a man-made lake at Horsea Island, followed by dives in Portsmouth Harbour and at Portland. In the summer Falmouth is used and in the winter Oban, places selected for their depth, weather, type of sea bottom and ease of communications.

### Searches

Ships' divers — officers and ratings — undergo a four-week course during which they are trained to dive to a depth of 30 metres and search ship's bottoms for explosives. Senior rates may return for a further week to undertake a course which will qualify them to



supervise air dives to the 30-metres level.

The school's facilities also include:

- Two Fleet diving tenders equipped with recompression chambers and deployed to training areas in support of career diving.
- Six small boats for local training.
- Full medical recompression facilities in Vernon itself. This facility is often used in summer to treat civilian



LEFT: Potentially a new weapon in the Royal Navy's mine countermeasures armoury, the Boeing jetfoil H.M.S. Speedy cuts through the Solent during trials from her Vernon base.

RIGHT: Gently does it ... PO Brian Hemmings on the left of the picture and PO Ernie Venlard apply the clock setting to a Mark 17D mine during their mine warfare course.



## Model system of training

Mine warfare H.M.S. Vernon countermeasures all current by Britain Working streaming practice a Minesweeper students



# VER

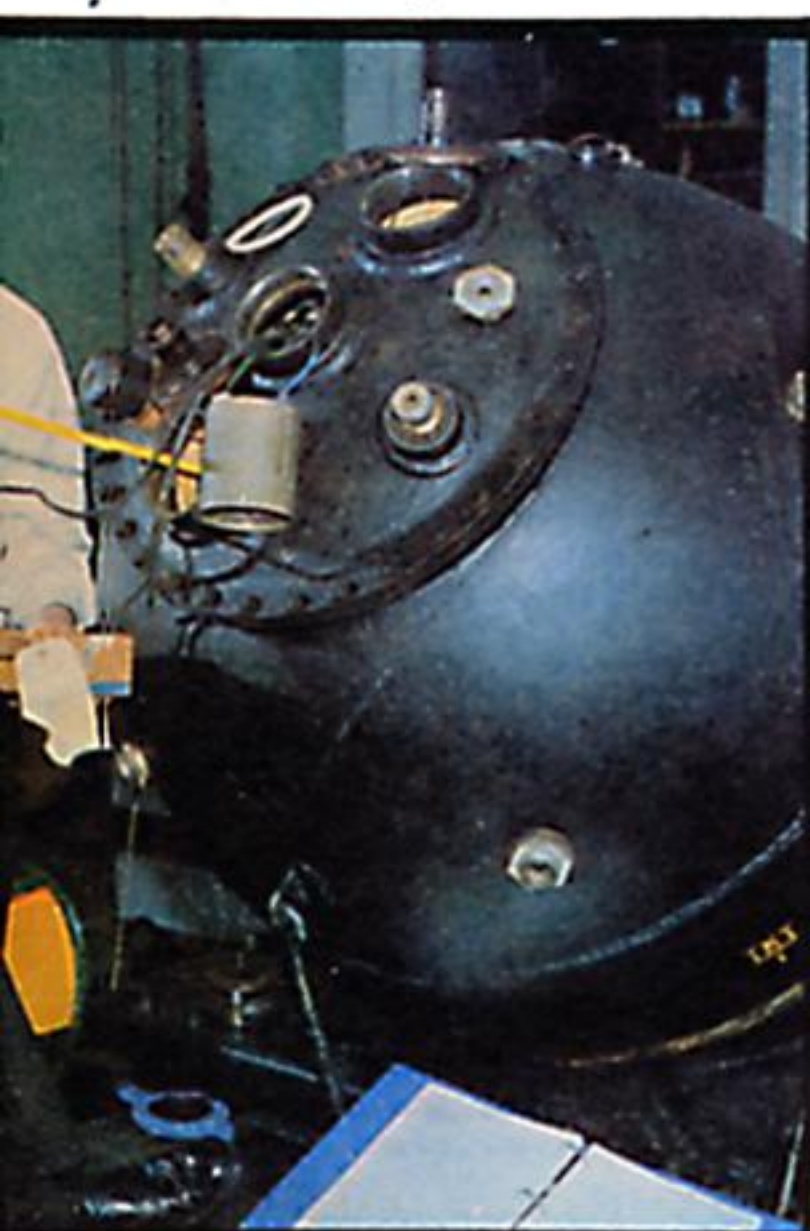
aining men in the use of mine-  
nting electronics.

Whether in the field of advanced  
chnology or sailmaking, saturation  
ving or boatwork, H.M.S. Vernon  
resents a fascinating image of a  
one frigate integrating traditional  
ills with the ever-progressing  
enuity of naval warfare. In this  
ature Navy News gives the inside  
cture . . .



divers suffering from decompression  
sickness.

- Emergency diving capabilities and support for the operations which would follow a submarine accident.
- Basic demolition training at Vernon and Long Moor Range.
- A two-week course on saturation diving theory for divers joining the saturation diving team.



warfare training at  
rom encompasses  
asures and the  
on and deployment  
t types of mines used  
g models for  
and recovery  
are housed in the  
ping Bay, while  
strip and prepare

mines in the Demonstration  
Bay.

Vernon is responsible for  
training all mine warfare ratings  
of the Operations Branch, runs  
the mine warfare module of the  
Long Mine Countermeasures  
and Clearance Diving Course  
for Officers (LMCDO) and the  
Advanced Mine Warfare Course

for those who have qualified in  
the LMCDO.

In addition to the main career  
courses, training is given to  
officers appointed to Ton-class  
vessels and to officers and  
senior rates appointed to Hunt-  
class ships.

Courses are run for advanced  
and principal warfare officers

and the R.N.R.; ship command  
training is undertaken as well  
as command team training,  
housed at present at H.M.S.  
Dryad.

But training is not the whole  
story: special maintenance  
teams with their own  
workshops are available  
around the clock to provide  
Fleet Support for the Second

Mine Countermeasures  
Squadron and the U.K. element  
of the Standing Naval Force  
Channel.

The teams also assist the  
ships in the planning and

administration of refits and  
docking and essential defects  
periods at Portsmouth.



ABOVE: H.M.S. Vernon, which became a shore  
establishment in 1923 after almost 50 years as a torpedo  
instruction ship. Her role today includes that of Royal Navy  
heliport in Portsmouth Harbour.

LEFT: Old skills which are still needed . . . LS Keith Saxby of  
H.M.S. Andromeda carries out repairs to the torn sail of a  
dinghy in Vernon Creek.

RIGHT: Service with a smile at the cold buffet . . . LCK Tony  
Rivers (left) and CK Ron Sadler dish up for Wrens Kate  
Robson and Ninette Thomas (right).

## SEAMANSHIP

### Specialist help for the Fleet

Changes in the Seamanship Section include the introduc-  
tion of a Seaman Specialist Sub-branch course as well as the  
move to the ground and first floor of Creasy East Building  
inside H.M.S. Vernon.

The new, five-week course  
will enhance seamanship skills  
in the Fleet, the seaman special-  
ist being the first lieutenant's  
right-hand man and responsible  
for all seamanship training in his  
ship.

#### Practice

About 1,000 students pass  
through the section each year,  
from able seamen to  
commanding officers. Main  
career courses for petty officers  
and leading hands are designed  
to give newly advanced ratings

the theoretical and practical  
knowledge they require in  
boatwork, replenishment at sea,  
basic navigation and the hand-  
ling of anchors and cables.

Refresher courses are run for  
commanding and executive  
officers who often find that  
seamanship procedures,  
especially in the field of  
replenishments, have changed  
since they were last at sea.

Special duties officers attend  
a three-week course to prepare  
them for their new role, their  
syllabus covering much the  
same subjects as those for petty



officers, but in greater depth.

On completion of a two-day  
Gemini craft course which  
teaches construction knowledge,  
maintenance and stowage, a  
rating is fully trained to handle  
the boat.

Shortest course is the one-day  
instruction on wet and dry

• liferaft procedures; the longest  
is for boatswain's yeoman  
which, in six weeks, makes a  
rating an invaluable member of  
the ship's seamanship team. He  
is instructed in handling,  
splicing and maintaining cord-  
age and wire ropes, maintaining  
RAS and towing gear, and

working in canvas and PVC by  
hand and machine.

The knowledge of the section  
staff is also used to advise the  
Fleet: questions are welcomed  
from ships which come up with  
seamanship problems — and the  
staff are keen to receive new  
ideas and practical suggestions.

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## A whole library in one volume

The whole history of iron and steel warships, from the first ironclad to the present day, is to be covered in a series of reference books from Conway Maritime Press.

The first volume, "All the World's Fighting Ships 1860-1905" was published some time ago, and it is now followed by the second in the series, dealing with the period 1922-1946, namely from the Washington Treaty to the end of the wartime building programme.

A great deal has already been written about this period, but the publishers explain that the aim is to provide in a single manageable book the kind of information that would otherwise require almost a library of naval reference works.

### UNPUBLISHED

They claim the wide-scale use of unpublished sources (many of them only recently available) and mention as a further aim "to back the bare technical details, wherever possible, with notes on the history and rationale of a warship design."

In some ways the volume is more comprehensive than its predecessor. While the concern is still predominantly with fighting ships, the exclusions have been less rigid.

Riverine and lake vessels have been included, as have many very small craft, such as motor torpedo boats, and even special attack craft such as Italian "chiaros" or Japanese "Shinyo" suicide boats, the criterion for inclusion being their relative historical importance.

### NEW FEATURE

Compared with the 1860-1905 volume, the most obvious new feature is the greatly expanded notes and illustrations to the tables of ships extant at the beginning of the period.

As a new slant on the Second World War, it is interesting to read the viewpoint that "fortunately the British Army was thrown out of France in 1940, and Britain was able to fight a traditional maritime war instead of the conventional war of 1914-1918."

"All the World's Fighting Ships 1922-1946," edited by Roger Chesneau is an expensive buy at £30 but would be a welcome addition to the bookshelves of any student or warship enthusiast.

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# Tasty tale tainted by the 'feast of the passed over'

When an ebullient naval officer is passed over for promotion, he can meet the situation with dignity and get on re-shaping his life, or bore his acquaintances to death about all those idiots at the Admiralty.

He may even write a book.

When D. G. Sherrard decided to put pen to paper in "To Antarctica with the Royal Navy," it is probable that self-justification was the last thing in his mind, but it just had to bubble out, resulting in intermittent tones of cynicism.

Undoubtedly Sherrard was quite a lively lad. "I liked to think I was what the Navy needed. I know quite well I was not what it wanted," is how he modestly puts it.

Since no promotion system can be perfect, the Service must make mis-

takes both up and down, and it is possible that in Sherrard they failed to see the prospect of a future First Sea Lord. Certainly he has no doubts about his leadership quality.

If the thought occurs that perhaps "he doth protest too much," then he must accept that as a hazard of stating one's case. Readers will be left to judge whether the system is not so bad after all — or whether an exceptional personality was somehow overlooked.

Whatever the reason, Sherrard found himself as first lieutenant of H.M.S. Protector on his way to the Antarctic, and amid those chilling wastes he had to celebrate his "feast of the passed over."

Curiously enough, once the reader has got used to the abrasive tone of

the book, he can settle down to a racy yarn with a bite which certainly helps to maintain interest.

For 17 years Sherrard was an "amateur" diver in the Navy (a member of the teams who, he claims, regard the professionals as "bone-headed oafs"). He recounts how he achieved an ambition — conceived as a boy — in being the first to dive on the sunken wreck of H.M.S. Prince of Wales.

To beat the professionals there he broke the rules, and unfortunately the petty officer diver who accompanied him nearly "bought it," resulting in some Lordships' displeasure.

The exploit helped him on his way

to Antarctica, where he had "the most enjoyable commission of his life," adding the curiously tasteless comment that "I could almost be glad the Japanese had sunk my battleship all those years before."

Life amid the snow had plenty of excitement, including the meeting with round-the-world yachtsman Sir Francis Chichester off Cape Horn. The two outspoken characters had much in common.

"To Antarctica With the Royal Navy" (price 7.95 dollars) is breezily irreverent. Service readers may choke over it now and then, but will probably go on turning the pages.

Publishers are Vantage Press Inc., 516 West 34th Street, New York, N.Y. 10001.

## BOOKS

# BAND OF BROTHERS



At the end of the First World War, after the "shotgun wedding" between the Fleet Air Arm and the Royal Air Force, Britain's naval air strength deteriorated, with the result that the R.N. entered the Second World War with obsolete machines such as the Swordfish torpedo bomber (the "stringbag"), pictured above. Despite being so ancient as to be laughable, the Swordfish achieved extraordinary success against German and Italian warships.

In the Second World War, carriers of the Allied forces drove three enemy fleets from the surface of the sea — the kind of operation never envisaged even by those in 1939 who believed in the future of the naval air weapon.

"The Naval Air War 1939-1945," by Nathan Miller, published by Conway Maritime Press (price £8.50), is a history of naval air forces in action across the seas of the world, and how they helped to determine the outcome of the great conflict.

The book recalls the unhappy way in which the Royal Navy had to face the start of the war.

### IGNOMINY

After pioneering the use of aircraft at sea during the First World War, the R.N. had the ignominy of losing control of its air units to the newly-organised Royal Air Force, which was given responsibility for both land-based and sea-based aircraft.

"To this shotgun wedding," says the author, "the Navy brought a dowry of some 2,500 planes and 55,000 men. It was not to regain control of seaborne aviation again for two decades — a period in which the Fleet Air Arm declined relative to the units of the American and Japanese navies, which had retained control of their planes."

It should never be forgotten that in the struggle for a share in the limited defence funds available in the 1920s and 1930s, the Royal Navy came off poorly, the handful of planes received being grossly inferior

to those of America and Japan. However, author Mr Miller (an American), gives full tribute to the F.A.A.

"The pilots, observers and gunners were uniformly outstanding," he says, "through years of adversity they had become like a band of brothers."

When war came, that band of brothers became legendary for their unflinching courage in the face of demoralising odds.

Looking back just a little way it seems incredible that a similar blow should have been perpetrated twice against the Royal Navy, but after a second kick in the teeth, the Fleet Air Arm comes back as resilient as ever.

Such is the morale-giving faith which has continued to demonstrate a belief in the decisive role of naval air power.

### BALANCED

Most books of the 1939-45 naval air war period deal separately with the Pacific, Atlantic and Mediterranean theatres, but this work, despite the limitations of size, has managed to give a reasonably balanced coverage of the whole scene.

It begins with that quotation of Churchill's, "History is the one sure guide to the future — that and imagination."

Will Britain remember?

## BOOKS IN BRIEF

"German Uniforms of the Third Reich 1933-1945," by Brian Leigh Davis, one of the Blandford Colour Series (price £4.95 hardback). An insight into a society which went "uniform mad" as everyone from Hitler down to coal miners and schoolboys had specially-designed military-style garb.

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the sixth which has resulted from the author's study of the badges and insignia of the modern fighting services.

"Leap in the Dark," by Anthony McCandless, published by Collins (price £5.95). Story of Yugoslav partisan struggle in the last war, from first-hand experience. An exciting first novel.

"Rites of Passage," by William Golding, published by

Faber and Faber (price £5.95). After a lapse of years, the author's "Darkness Visible" last year, and now his latest work, brings back a welcome name to the bookshelves.

"Dauntless," by Alan Evans, published by Hodder and Stoughton (price £6.50). Another exploit, in the Hornblower tradition, by Commander Smith, who will be remembered in the previous novels, "Thunder at Dawn," and "Ship of Force."

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# ROYAL NAVAL ASSOCIATION

## Gunboatmen remember China days

The recent visit to China by H.M. ships Antrim, Coventry and Alacrity, awakened memories for men of the Yangtse River Gunboatmen's Association — who can boast a singular knowledge of China and its mighty river.

They met again in H.M.S. Excellent last month at their 11th reunion. The occasion was one for "swinging the lamp" and celebrating on home ground friendships forged over 40 years ago.

It was from Whaley as young gunnery ratings that the 40 or so veterans present at the reunion set out to discover China in the years between the wars.

As crew members of the R.N. Insect and Bird class gun boats, they were sent to patrol the mighty Yangtse river to Chungking.

### LIFE OF ADVENTURE

For the young gunboatmen it was a life of undreamt adventure. Protecting shipping on the Yangtse involved not only hazards of navigation, but the constant threat of attack by pirates and bandits.

It was an adventure which was to end with the outbreak of the Second World War. Some of the gunboatmen went on to write their own legend and serve with distinction in other ships of the Fleet. Others were not so lucky.

Although the roll-call gets smaller with each reunion it is always a very happy occasion. And particularly so this year for Mr. William Craig, who travelled from Sunderland to reunite after 41 years with his old shipmates of H.M.S. Falcon, Mr. John O'Dowd, Surgeon-Cdr. Hamilton and Mr. Les Harmon.



## Yeovil back in business

Shipmate Ron Tremlett (left), Area president and National Council member is pictured above presenting the Yeovil standard to Bearer Douglas Trickle at the re-commissioning of Yeovil branch.

The ceremony was attended by the Mayor and Mayoress of Yeovil, Rear-Admiral Godfrey Place V.C. and Mrs. Place, Rear-Admiral A. F. Rawbone and Mrs. Rawbone, and about 60 members and guests.

The branch, which re-commissioned after 21 years, has elected the following shipmates as officers: Douglas Farge (chairman); Bill Perkins (secretary); Bill Tiffin (treasurer) and Cyril Topliss (vice-chairman).

# Flag flies in far off Thurso

Thurso, for those who haven't a map handy, is about as far north as a crow can fly without ending in the drink. Long ago it was Viking country, now it's the summer haunt of tourists and oilmen. But what has put it firmly and squarely on the map is the new R.N.A. branch which commissioned there in June.

As one might expect from a town whose seafaring tradition spans the centuries, the branch though young, already boasts 61 full members. Commodore Thwaites is the president and Cdr. Porter Lewis Jnr, U.S.N. is one of the first associate members.

With H.M.S. Vulcan nearby and strong support likely from neighbouring branches in Lossiemouth and Arbroath, it looks as if Thurso is off to a flying start. The Royal British Legion have also done them proud by providing excellent premises for branch meetings where a "few dits and drams" can be enjoyed afterwards in the bar. Hopes are high now for November 26, when the branch holds its first ball in H.M.S. Vulcan.

## BRANCH NEWS

A long, long way south of Thurso, shipmates may be surprised to find a flourishing branch in Bulawayo, Zimbabwe, whose new club premises, known as the Mountbatten Bar, in Empire House, was ceremoniously opened in May.

From even further away, St Agnes Naval Association in South Australia, comes a warm thank you from president Ron Giles for hospitality received from Derby and Leicester branches during his visit to this country. He extends a welcome to anyone visiting his part of the world to attend the

Tea Tree Gully Sub-Section annual dinner on February 14. As 95 per cent. of the members are ex-R.N., it promises to be a good run ashore.

Sunday, September 28 — the day members of Gateshead branch had worked and planned for — turned out a happy and eventful one for those who attended the dedication of their new standard. Over 300 shipmates and guests witnessed the service in the Venerable Bede Church. It was conducted by branch padre, the Rev. Derek Hodgson, with music provided by the Blue Jackets Band of H.M.S. Caledonia.

Twenty standards were paraded, the salute being taken by the Mayor, accompanied by the Mayoress and Capt. T. Al-

## H.M.S. HOOD

63° 20' N. 30° 50' W. — May 1941



### "H.M.S. HOOD" by Robert Taylor

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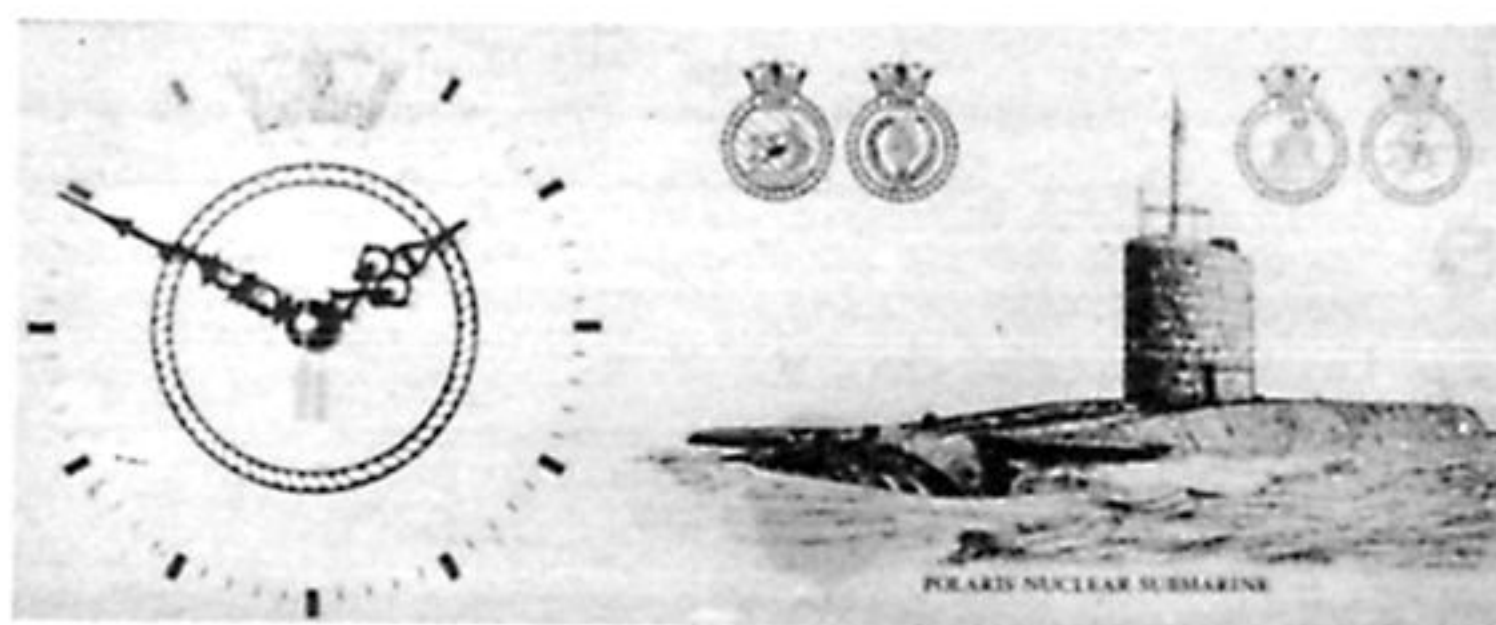
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mond R.N.R., commanding officer of H.M.S. Calliope; Capt. Clark, Master of Trinity House; and by the chaplain.

The parade was followed by a reception at which a medallion was presented to AB Jeff Jobb of H.M.C.S. Athabaskan who sounded the Last Post at the church service. H.M.C.S. Athabaskan was on a visit to Newcastle with three other ships of the Royal Canadian Navy.

It was not a very happy month for shipmates of Stratford-upon-Avon, who have lost one of their most popular shipmates, founder member Shipmate Eric Skelly. He was also a very diligent branch secretary, not only reporting events on the local scene, but also of the Coventry Old Hands Association, of which he was a founder member.

Brighton and Hove have been busy moving house and are now comfortably installed in the Prince Albert, Trafalgar Street — the first public house on the right going down the hill from Brighton station. Meetings are held on the third Saturday of each month at 2000 and plans are afoot to hold a dinner-dance on Saturday, February 14. The branch sends thanks to all who helped make the move from 191, Kings Road Arches a smooth one.

It's been a hectic month for shipmates of Wear, who have been busy entertaining and being entertained. Their visitors included shipmates from Bradford, Battersea, Maryport, Chelmsford, Gateshead, Newcastle and Braintree. There was also a five-day visit by H.M.S. Endurance during which, old friendships were renewed.

For the second year running Scarborough branch sponsored the local individual darts championship, which on the final night attracted over 500 supporters to the Ocean Ballroom. Sharing the bill that night were two of the world's greatest dart players, John Lowe and Leighton Rees, who played

A proud moment for shipmates of Gloucester as their new branch standard, preceded by the national standard, is paraded for the first time by Shipmate Tony O'Connor, escorted by Shipmate Wilf Lewis and Ernie Heasom. The splendid cathedral of Gloucester, seen in the background, was packed for the dedication service. The parade was led by a Royal Marines band, and included men from H.M.S. Arthur, H.M. ships Cardiff and Active, R.A.F. Innsworth and the USAAF base at Fairfield, followed by more than 450 shipmates representing 14 R.N.A. branches and other ex-service organisations.

Picture: Wren (Phot) Karen Grainger

## WHO WAS THIS GUY NELSON?

My first week — the phone rings — "Is that the R.N. Association?"

"Yes, General Secretary speaking."

"This is San Francisco Radio Station, and we are on the air. Today is Nelson's birthday. Would you mind telling our listeners who was this guy Nelson?"

After a deep breath I launched into a potted history of Lord Nelson, talking more about his death than his birth.

"Gee, that's fine! Tell me, what is the R.N. Association?"

A super opportunity to broadcast our motto, ideals, and the fact that we have branches all over Britain and some overseas.

"Any in San Francisco?"

No, I said, but we have one in New York. And if there were six R.N. people in San Francisco I could help them form a branch.

"Hear that, folks? If any of our listeners in San Francisco can take up that opportunity, who do they write to, Captain?"

I gave the details, but so far have had no response.

However, it made me think about how we form new branches and our need for them. So far, in

1980, we have commissioned ten new branches but more are needed to cover wide gaps in the map of our own country, let alone overseas.

So, if there is no branch near enough for you, why not start one? It needs only six founder members and a note to Headquarters, where we will tell you exactly how to go about it. If you cannot find six kindred spirits in the pub, why not advertise in the nearest British Legion Club, or the local paper, or write to Navy News, or ask RNA Headquarters to help — or do all those things?

While branch membership is the solid strength of the Association, anyone who cannot find one near at hand, or is too mobile, or too busy, can still "stand up and be counted" by becoming a member of the H.Q. roll.

A postcard to Headquarters will produce full details. Remember, membership is open to all serving and ex-service people of all branches, ranks and rating of "Our Naval Forces" (to quote from the Royal Charter) who have six months service. We are all of one company, and every new shipmate is welcome.

— From Capt. Don Beadle, General Secretary.

each other in a £1,000 challenge match. John Lowe was the winner.

All money raised by sponsorship of the darts championship will go to aid the King George's Fund for Sailors, the Royal British Legion home, Lister House, and BLESMA.

Shipmates were very disappointed that their adopted ship

H.M.S. Apollo had to cancel her goodwill visit due to bad weather conditions. Some members did manage to visit her at Hull.

The Isle of Man trip for 1981 organised by Doncaster is going great guns. To date, 133 names have been accepted. These include parties from Bradford, Huddersfield, Sunderland and Tyne, including, of course, Don-

caster who have the support of 121 members. Any other branches interested in this weekend outing should get in touch as soon as possible.

A thank you from St Helens to the officers and men of H.M.S. Birmingham who gave them a royal welcome when the ship was on a visit to Birkenhead. A particular thank you to CPO Phil Davis and CPO Mills.

## CALLING OLD SHIPMATES

Mr. Michael Hughes, 12, Ticehurst Road, Brighton, Sussex BN2 5PU, (telephone Brighton 683099) would be pleased to hear from anyone who knew his father, Thomas Hughes of Mountain Ash in Wales who was killed in action on November 28, 1943, aged 28, while serving in H.M.S. Birmingham. He also served in H.M.S. Queen Elizabeth and before the war was known to be a silver service hotel waiter in Brighton.

Mr. F. G. Hurring, 11, Tillycombe Road, Portland, Dorset, DT5 1LF, is anxious to contact Mr. Alan Gibbs who was best man at his wedding on January 2, 1932. Mr. Gibbs served with him in H.M.S. Osprey and he would like to invite him to his golden wedding anniversary next year.

Mr. H. C. (Buck) Buchan, ex-OA, 14, School Place, Athlone Park, Umbogintwini, 4125 Natal, South Africa, would like to hear from former shipmates of H.M.S. Royal Sovereign 1940-43 and H.M.S. Capetown 1943-44.

Mr. J. McGurk, 4, Calvados Road, Taunton, Somerset, ex-submarine, would welcome news of shipmates who served in the submarine H.M.S. Alderney 1946-49.

Mr. Anthony M. Berry, ex-AB, H.M.S. Kenya 1949-51 Far East Commission who returned to U.K. in H.M.S. Mauritius, would like to get in touch with his old shipmates, especially his oppo, Ted Monument of Beccles, Suffolk. He would also welcome any cap tallies of the Kenya or Mauritius or any old ship's photographs.

Mr. I. J. M. Connel, 15, Cowley Close, Benhall, Cheltenham, Glos., has happy memories of H.M.S. Mauritius 1943-45 and would like to hear from any of his old shipmates. He would also be grateful for a copy of a small book issued by the ship during the time he served.

Lieut.-Cdr. P. J. Cantelo, Operational School, Royal Netherlands Navy, Nieuwe Haven, Den Helder, Holland, is trying to trace, on behalf of a Dutch family, Leading or Acting PO stoker Patrick Brophy of Birmingham who served in Den Helder 1945-46.

Mr. George Stapleton, ex-PO Chatham, last heard of 40 years ago. If anyone knows of his whereabouts please contact Mr. R. Vincent, branch secretary, Dorking R.N.A., Bawdsey Cottage, Vincent Lane, Dorking, Surrey RH4 3HE (telephone Dorking 87702) who is trying to trace Mr. Stapleton on behalf of his brother, Shipmate Ted Stapleton.

Mr. Ron Lomas, ex-AB, 100 Crouch House Road, Edenbridge, Kent TN8 5EP, wishes to contact Fred Moseley (ex-AB, D.S.M. last known address East Sheen, Surrey), also any crew members of 11th Flotilla Landing Craft T325 (Combined Ops. 1942-45); Ken Joyce (Lord Lovats No 4 Commando); Driver Dough (believed to be in Canada); and John Cameron, ex-88 BB Balham, London Scottish Black Watch.

Mr. A. E. J. (Peter) Horrell, 9, Buckingham Orchard, Chudleigh Knighton, Newton Abbot, Devon TQ13 0EW (telephone 0626-852683) would

like to hear from the crew of H.M.S. Teviot (K222) 1943-45, with view to having a reunion.

**Class of 1966.** Would members of Electrical Mechanical Class 36L at H.M.S. Collingwood, 1966-67 interested in meeting for a reunion contact Mr. Chris Hay, 20 Chelwood Road, Early, Reading (telephone 0734-860962).

**WOMTP (D) J. Machin**, Senior Sailors' Mess, H.M.A.S. Leeuwin, P.O. Box 58, Fremantle WA 6160, who served in H.M. ships Maidstone, Hermes, Victory, Orion, Bellerophon, Dolphin, Vernon, Indomitable, Lochinvar and in A.S.R.M. Poole would like to hear from any of his former shipmates, particularly, Harry Knapp, Bob Baker (ex-Morecambe Bay), D. C. McKinlay, Shiner Wright (first lieutenant H.M.S. Iwerston).

Mr. B. D. Way, 6, Lyndale Road, Park Gate, Southampton SO3 6QN who served in H.M.S. Middleton, would welcome news of former shipmates, particularly ex-Collingwood draft, 1943.

**D-class destroyers.** Anyone who served in these destroyers on the China station during the Second World War interested in forming an association should contact Mr. Ted Horner, "Delight", 21, Dando Road, Denmead, Portsmouth PO7 6PU (telephone Waterlooville 65458), or Mr. Jack White, "Crimond", 5 Argyle Road, Reading (telephone Reading 51716).

Mr. William Harris, 7 Gaywood Drive, Shaw, nr. Newbury, Berkshire, who served in H.M.S. Whistled and in H.M.S. Cotswold 1942-45, would be very pleased to hear from any old shipmates. Mr. Harris is a patient in Tilehurst Ward, The Battle Hospital, Reading, Berks, and would welcome a letter or a visit.

Mr. R. Stader, 8 The Drift, Oakington, Cambs CB4 5AD would be grateful to know the names and addresses of survivors of H.M.S. Harvester which was sunk on March 11, 1943. He would also like to hear from members of the ships' companies of H.M.S. Narcissus and of the French corvette Aconit.

## OBITUARY

Shipmate Jack Woodhouse, Llandudno, September 4.

Shipmate Ted Holmes, Llandudno, October 2.

Shipmate Eric M. Skelly, founder member of Stratford-upon-Avon, also H.M.S. Coventry Old Hands Association, September 11, aged 66.

Shipmate John Brown, ex RM, Tamworth, September 22. Shipmate Arthur Wilks, Port Elizabeth, South Africa, aged 56.

Shipmate Percy Richens, Port Elizabeth, South Africa, aged 72.

Shipmate S. W. (Syd) Harrison, founder member and secretary Eastbourne, July 25, aged 76.

## Raft race 'survivors' raise £200

These seven stalwarts of Llandudno branch have the distinction of being one of the few teams to survive the Conway River Raft Race on August 30 without needing assistance. Their efforts in "H.M.S. Ahren," in foul weather conditions, raised £200 for gifts for the children's ward of Llandudno hospital.



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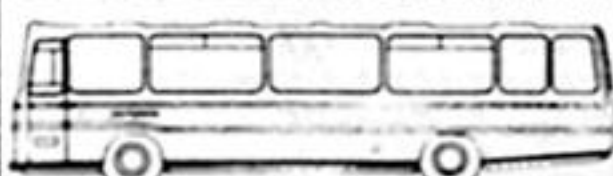
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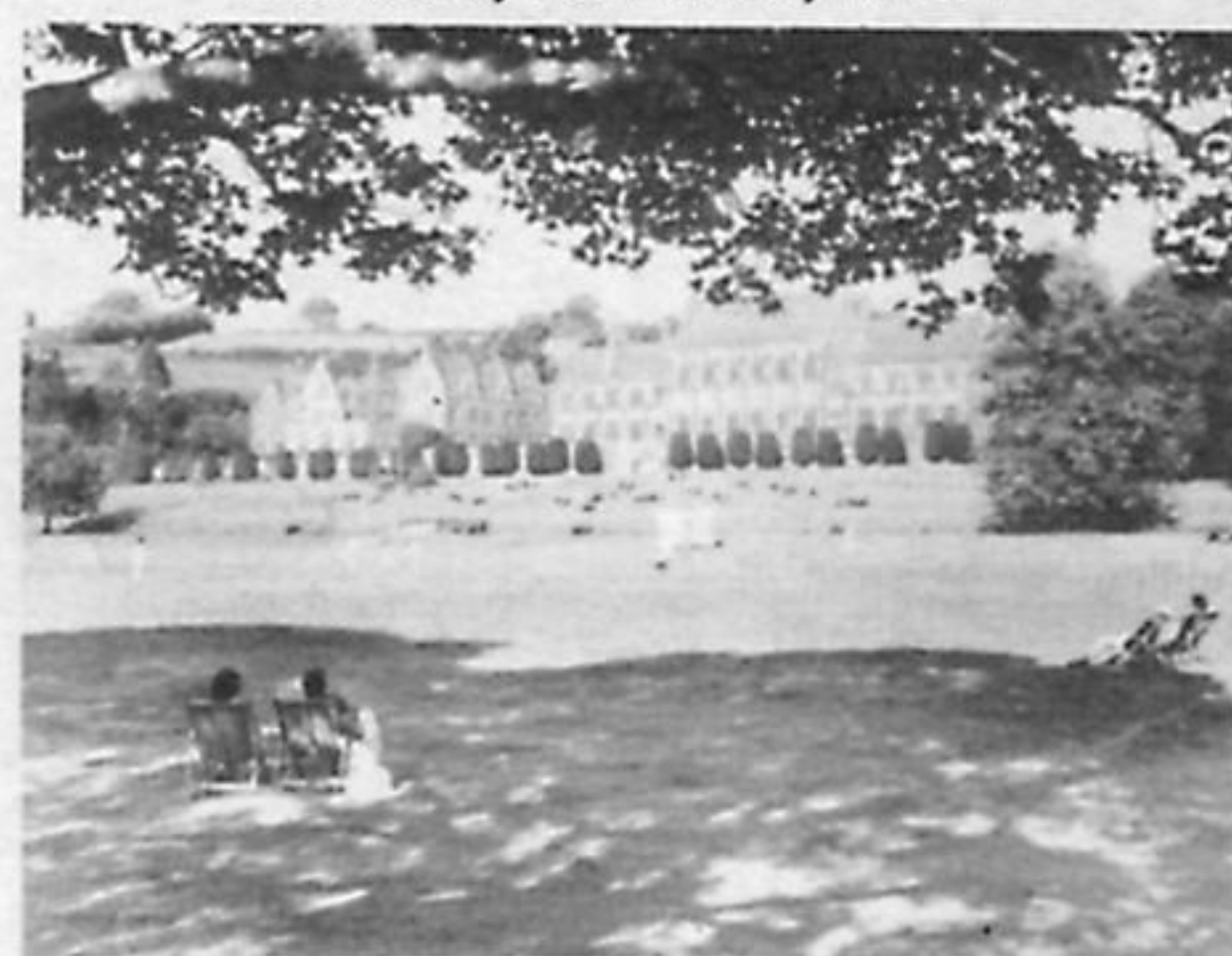
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# Willie's 20 years just takes the cake

For H.M.S. Norfolk participation in Exercise Teamwork was a time of high celebration — not only did her Wessex 3 helicopter "Willie IV" achieve his 20th birthday, but pilot Lieut. John Grant R.N.Z.N. completed 1,000 flying hours on his 26th birthday.

## STIRRING SPIRIT IN KENT

Junior cooks from the R.N. Cookery School in H.M.S. Pembroke help to make an early Christmas pudding preparations in the Fleet Training Ship H.M.S. Kent.

Adding to the spirit of the occasion are the commanding officer of the Kent, Cdr. K. Forbes-Robertson and the supply officer, Lieut. J. W. Watson. The other participants are ACK Myers, CPOK Gregory, JS Jones, JMEM Melus, JACK Rigby, CPOCA Foster, JACK Ross and ACK Carstairs.

These amazing events sent the champagne corks popping with a vengeance on board the guided missile destroyer — and Willie was granted the honour of having his very own birthday cake.

Willie, who started service with the Fleet Air Arm as a Wessex 1, has seen front-line service in H.M.S. Eagle (826 Squadron) and H.M.S. Blake (820 Squadron) as well as touring most of the F.A.A.'s air stations.

## Sex-change

It is believed that at one stage he even underwent a sex-change: he is thought to have been called Florence in 820 N.A.S., the "Magic Roundabout" squadron of the early Seventies.

In any event he/she played a full part in Teamwork, flying more than 40 hours and claiming at least two submarine



Birthday celebrations take off for H.M.S. Norfolk's Willie — the Wessex 3 helicopter which has completed its 20th year in Navy service. Our picture shows the flight commander, Lieut.-Cdr. P. F. Southon, cutting the birthday cake held by his commanding officer, Capt. R. G. Sharpe. The proceedings are being supervised by the Commodore Standing Naval Force Atlantic, Commodore D. G. Armytage, flying his flag in the Norfolk. Also taking part in the proceedings are pilots Lieut. John Grant and Lieut. G. T. Stephenson with the rest of Norfolk Flight.

"kills" during operations off Norway.

Lieut. Grant, who was toasted with equal enthusiasm, has been on exchange to the R.N. since March, 1979. He is expected to qualify as a Wasp pilot before returning to New Zealand in 1982 to take up an appointment as flight commander in an R.N.Z.N. frigate.

## Wrens back from Ulster

A detachment of six members of the WRNS spent several months this summer and autumn working with 41 Commando in Northern Ireland.

The six — an officer and five writers — were presented with their General Service Medals by the Director WRNS (Commandant E. Craig-McFeely). One of the recipients already holds the U.N. Medal, gained while serving with 41 Commando in Cyprus last year.

## Union Jack cheer

Despite inflation, the Union Jack Club has come up with a package deal for members and ex-Service members over Christmas.

The period covered is Wednesday, December 24, until breakfast on Monday, December 29, and included are breakfast daily, Christmas dinner and buffet supper on December 25, and a buffet-dance on December 26.

The charges for serving members (which automatically includes all ratings) and elected ex-Service members are: single rooms £45, double rooms £88; children (under 13) £25.

For further information and advance bookings you should write to the Union Jack Club, Sandell Street, London SE1 8UJ by November 28.

## Leg-up from a chippy

The submarine shipwrights in Devonport have returned to an art more commonly associated with sailing ships. Had it not been for a thank-you letter from Mr. J. I. Sadler of Llandudno, nobody would have known of "Chippy" Milner's successful repair to Mr. Sadler's artificial leg during Navy Days this year.

The repair apparently presented some unexpected problems which MEA(H) Milner got round very neatly, but the wood-doctor was away on the next task before his patient was mobile. CPO Milner is not very good with parrots!



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# It's beak viewing time . . .

Against the background of the magnificent, snow-capped peaks of an Arctic island, Lieut. Brian Witts (right) undertakes a ticklish task — measuring the beak of a Baird's Sandpiper, a little-known species.

CPO Ron Coulter takes down the details to be added to the mass of information collected by the Navy-led Joint Services Expedition to Princess Marie Bay on Ellesmere Island.

Lieut. Witts was deputy leader and ornithologist on the 14-week expedition, and CPO Coulter was his assistant. Other Royal Navy personnel in the 12-man team were the leader, CPO Steve Williams, and the medical officer and entomologist CPO John Smith.

More than 150 miles of coastline were traversed and parties journeyed overland to explore valleys, glaciers and ice caps. A detailed study was made of the

area's ecology and a breeding colony of ivory gulls was discovered — only the sixth such colony to be recorded in Canada.

About 150 species of insects and other invertebrates, and more than 13,000 specimens were collected to assess sources for the birds.



## POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during September.

PO(EW)/RS(W) — Int (30.7.80), 2; LS(EW)/LRO(W) — Dry, 3; PO(M) — Dry, 8; LS(M) — Dry, 22; PO(R) — Int (4.9.80), 8; LS(R) — Dry, 28; PO(S) — Dry, 7; LS(S) — Dry, 10; PO(D) — Dry, Nil; LS(D) — Dry, 3; PO(MW) — Int (1.4.80), Nil; LS(MW) — Dry, 7; PO(SR) — Dry, Nil; LS(SR) — Dry, Nil; POPT — Int (12.6.79), 6; RPO — 248, 6; RS

296, 3; LRO(G) — Dry, 2; CY — Int (11.9.79), 1; LRO(T) — Dry, 1; PO(S/SM) — Dry, 1; LS(S/SM) — Dry, 7; PO(TS/SM) — Dry, Nil; LS(TS/SM) — Dry, Nil; RS(SM) — 201, Nil; LRO(SM) — Dry, Nil; PO(UW/SM) — Int (18.7.79), 1; LS(UW/SM) — Dry, Nil; POMEM(M) — Dry, 17; LMEM(M) — Dry, 40; POMEM(L) — Dry, 6; LMEM(L) — Dry, 38; POMEM(O) — Dry, 6; LWEM(O) — Dry, 22; POWEM(R) — Dry, 12; LWEM(R) — Dry, 29; POWTR — Int (7.9.79), 4; LWTR — Dry, 9; POSA — 274, 2; LSA — Int (22.2.79), 3; POCA — Dry, Nil; LCA — Int (19.2.80), 3; POCK — 538, Nil; LCK — Int (30.11.78), 5; POSTD — 301, Nil; LSTD — Int (9.4.79), 1; POMA — Int (8.5.79), Nil; LMA — Int (20.6.78), Nil; POAEM(M) — 140, 13; LAEM(M) — Int (23.9.78), 28; POAEM(L) — Dry, 12; LAEM(L) — 75, 8; POAEM(R) — Dry, 10; LAEM(R) — Int (1.12.78), 7; POAEM(W) — Dry, 2; LAEM(W) — Int (5.9.78), Nil; POA(AH) — Int (13.8.79), 3; LA(AH) — Int (21.5.79), 1; POA(SE) — 692, 1; LA(SE) — Int (1.12.78), 2; POA(PHOT) — 389, Nil; POA(MET) — 285, 1; POACMN — Int (26.7.79), 2.

POWREN AEM(M) — Int (2.9.79), 1; LWREN AEM(M) — Int (8.9.78), 1; POWREN CK — Dry, 2; LWREN CK — Int (19.3.80), 3; LWREN TEL — Int (26.9.78), Nil; POWREN DSA — Int (10.8.79), 1; LWREN DSA — Int (29.9.78), 1; POWREN MET — 398, Nil; LWREN MET — Int (6.10.78), 1; POWREN PHOT — 473, Nil; LWREN PHOT — Int (6.6.78), 2; POWREN (R) — Int (6.3.79), 1; LWREN (R) — Int (6.7.78), 4; POWREN RS — Int (19.6.79), Nil; LWREN RO — 96, 6; POWREN STD G — Dry, Nil; LWREN STD G — Dry, Nil; POWREN STD O — Dry, Nil; LWREN STD O — Int (1.3.79), 2; POWREN SA — Int (11.9.79), 1; LWREN SA — Int (9.4.79), 2; POWREN TSA — Dry, 1; LWREN TSA — 129, 1; POWREN WA — Int (25.10.79), Nil; LWREN WA — Int (9.11.78), 1; POWREN WTR G — Int (9.7.79), 2; LWREN WTR G — Int (6.6.78), 8; POWREN WTR P — Int (27.9.79), 1; LWREN WTR P — Int (7.2.79), Nil; LWREN WTR S — Dry, 1; POWREN D HYG — Int (16.6.78), 1; POWREN REG — Int (6.11.79), Nil; POWREN PT — Dry, Nil.

The Basic Dates quoted for W.R.N.S.

ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — Dry, Nil; POWREN ED — 129 (29.1.78), Nil; POWREN MT — 101 (2.3.78), Nil; LWREN MT — (20.10.78), Nil; POWREN TEL — Int (19.7.78), Nil.

## SHEARWATER PLAQUE

At a Sunday service early next year it is planned to hand over to the chaplain, H.M.S. Pembroke, the builders' plaque of H.M.S. Shearwater (1939-46).

Anyone interested should contact Capt. P. N. Mace, M.N., 23 Welson Road, Folkestone, Kent, giving name, address and rate while serving.

## PROMOTIONS

Authorisation for promotion of the following rates to chief petty officer has been issued:

**REGULATING BRANCH**  
To MAA — L. D. Edwards (Southampton).  
**COMMUNICATIONS**  
To CCY — B. H. Mason (Intrepid).  
**OPERATIONS BRANCH (SEAMAN GROUP)**  
To CPO(OPS)(S)(SM) — PO. J. Briers (JAAC Teddington).  
**FLEET AIR ARM**  
To CPOA(MET) — L. S. Reeves (CINCFLEET).  
**SUPPLY AND SECRETARIAT**  
To CPOSA — T. G. Jones (Pembroke), P. W. Barwick (RNR London).  
To CPOCK — W. G. Churchill (Pembroke), A. H. Ridler (President).  
**ARTIFICERS AND MECHANICIANS**  
To ACWEMN — A. L. Kidd (Capt. SM2), B. W. Moreton (FMB Devonport).  
To ACMEA(ML) — B. Dickinson (Revenge Stbd).  
To ACMEA(P) — D. W. Crosbie (Caledonia).

## SPECIAL DUTIES

The following promotions to lieutenant commander on the Special Duties list have been approved to date from October 1, 1980 subject to medical fitness.

Seaman: M. J. Cahill, D. J. Harding, R. K. Davis, K. G. Snow, E. W. Greetham, J. J. Cook, P. E. Dost, A. M. Darling, B. Edwards, R. E. A. Lang.

Engineering: C. J. Edwards, B. R. Jackson, W. L. James, R. C. Brown, W. E. Buckingham, E. J. Lindfield, P. A. Fake, M. J. Mee, T. M. Pendrous, J. L. Bennett, M. G. Watkinson, P. W. Hammond, L. M. Todd.  
Supply and Secretariat: D. Auton, T. Edwards, D. G. Geoghegan, D. K. Allsopp.  
Medical Services: G. R. Storey.

## ROYAL MARINES

The following officer has been provisionally selected for promotion to date April 1, 1981:  
To captain: R. Whitehouse.

## WRNS

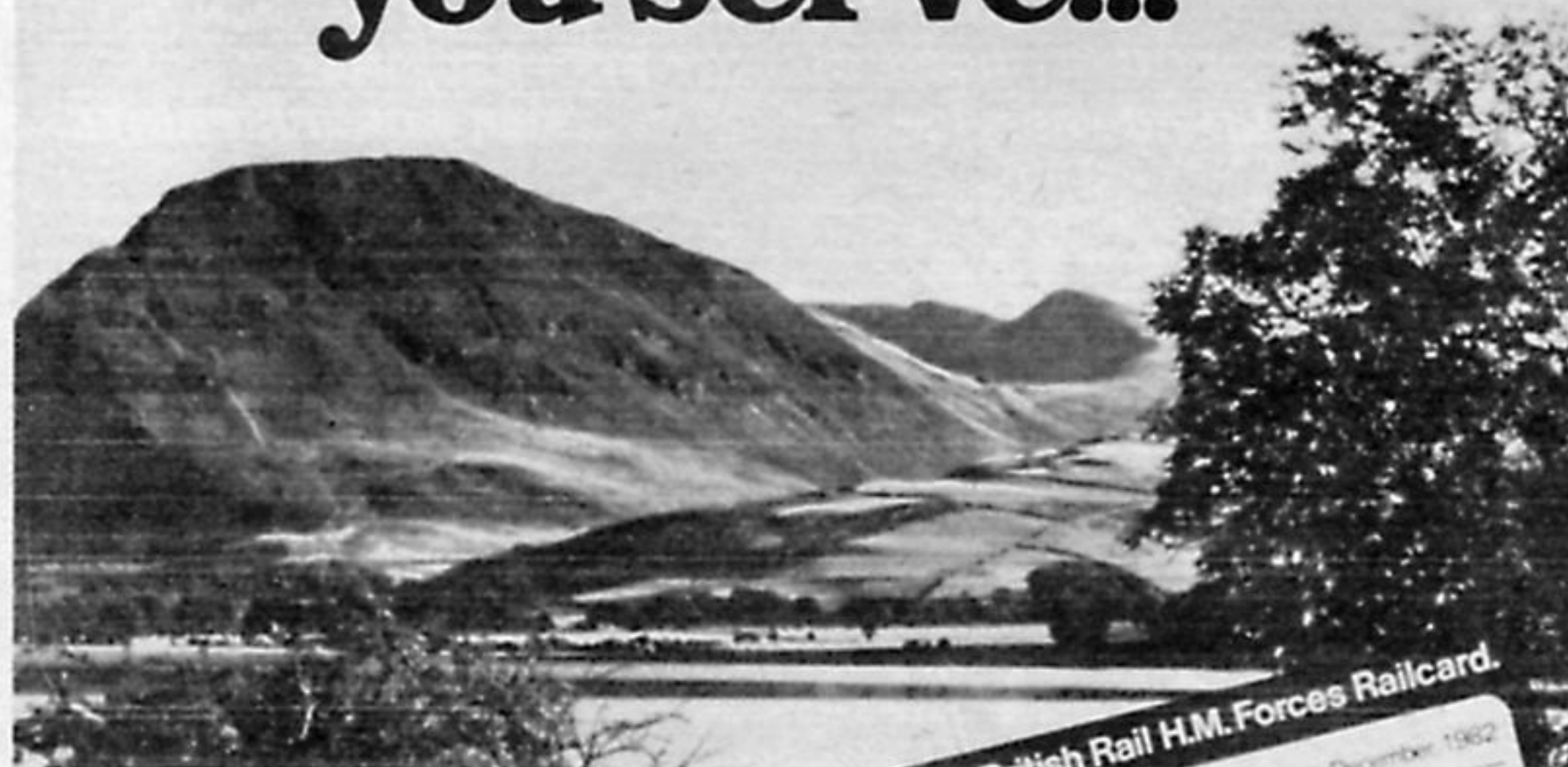
The following officer has been provisionally selected for promotion to date April 1, 1981:  
To chief officer: M. J. J. MacColl.  
The following promotions have been approved with effect from October 1, 1980:  
To first officer: R. D. Folland, J. F. Moys, R. Wilson.

To second officer: C. A. Jones, L. R. Potts, A. T. Patterson, J. A. Summers, M. V. Rafferty, L. Clark, M. E. Taylor, R. J. Gledhill, S. J. Eagles, L. W. Moffat, J. P. Hammer, D. Williams, V. A. O'Connell, J. G. Ellerington, J. M. E. Nunn, S. A. Thorburn.

## SSAFA goes North

For the first time in its 95 years of active life as a national charity, SSAFA held an annual meeting and conference outside London. The event, in Edinburgh, included an open forum on "The role of SSAFA in the industrial recession."

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Take as many trips as you like too — your Railcard is valid till 31st December 1982 and it stands to reason, the more you use it, the more you're going to save.

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Wherever you're stationed in Britain, your wife or husband and kids can see more of you.

They're all entitled to half-price travel.

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Day trips to the seaside, or out shopping, or to see the sights of the city are treats the family can enjoy, even when you can't be with them.

## See more on your hols

Our trains run through beautiful countryside, some of which can only be seen properly from the train. Short holidays or long ones — you'll see more and get there quicker on the train.



## See what a bargain you've got?

"My friends, this Railcard's your ticket to fun and freedom. So get out and see more of the country you serve, and the people you love.

Half-price rail travel has got to be good news. I couldn't even fix you up better than that!"



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LAUGH NAVY



"... You ever thought of publishing your Welfare Pack?"



"Tell them of course I know my position — Bows down and sinking ruddy fast!"



"He says he's going on hunger strike until we get a Welsh Language Net!"



"I've got a pub in every port!"



"Of course I never belly-ache about conditions ... I'm a stowaway!"

WRENDEZVOUS



"Any pirate radios?"

## HELSINKI HIGHLIGHT OF BALTIC DEPLOYMENT ...

# Newcastle Lapps up a Finnish welcome

Baltic duty for the guided missile destroyer H.M.S. Newcastle brought a welcome visit to Helsinki, not the Royal Navy's most frequent port of call, and a pleasant Danish visit en route.

Accompanied by R.F.A. Grey Rover, the Newcastle headed deep into the Baltic and at Helsinki was greeted by many interested Finns. In two days more than 6,000 locals toured the ship, with dockside queues reminiscent of British Navy Days. Other visitors on board included many naval personnel and attaches.

Soviet warships were viewed and later the Newcastle took part in a NATO exercise.

### Avenger

Earlier the destroyer had called at Aarhus in Denmark in company with H.M.S. Avenger and enjoyed much friendliness and hospitality. After return to Portsmouth, Capt. King relinquished command to take up a new appointment and was succeeded by Capt. D. A. Wallis.

### Saunas

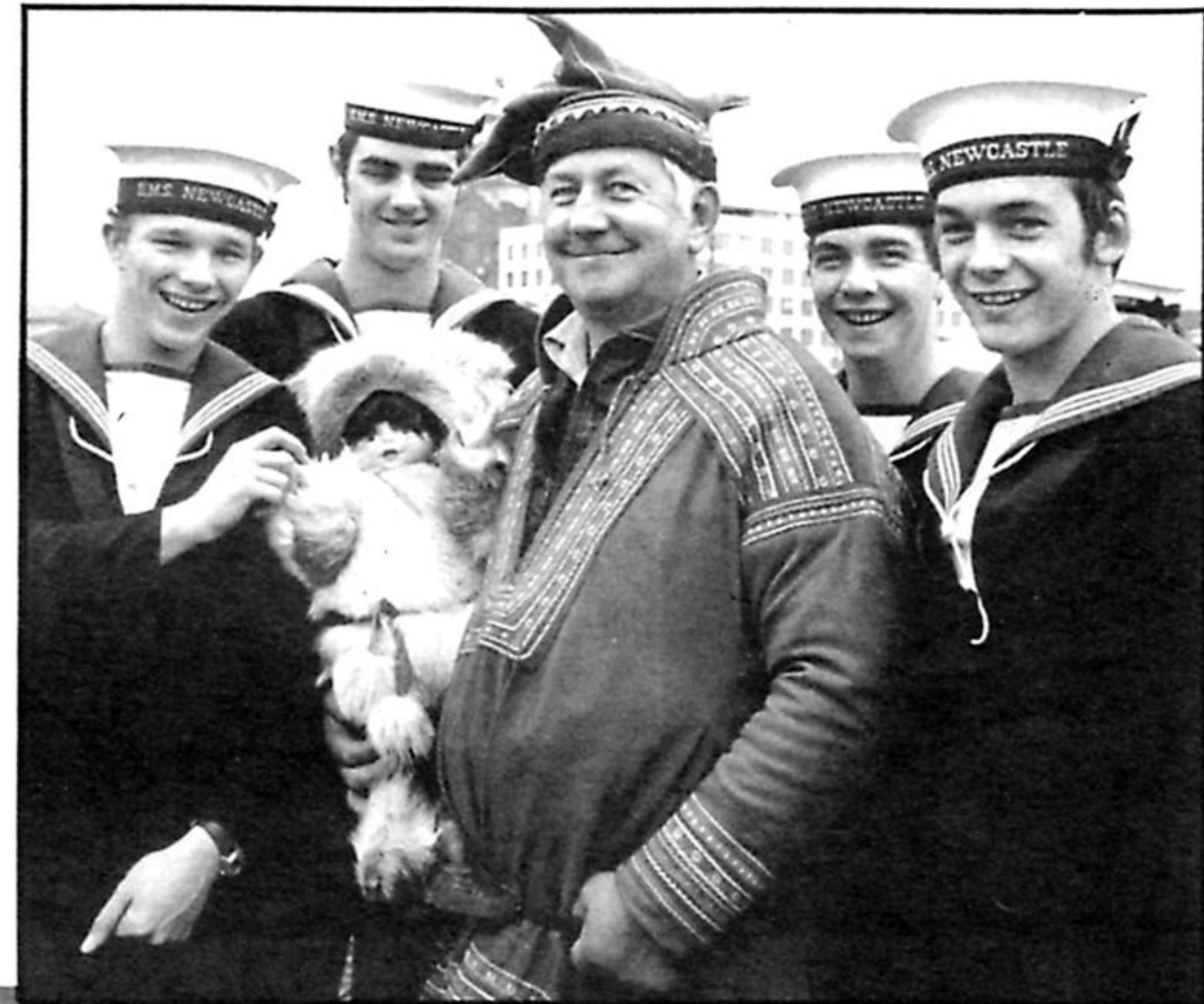
It was the first R.N. visit for some time and uniform was worn ashore. More than 60 of the Newcastle's men were invited to Finnish homes and were agreeably surprised at the high proportion of people who spoke English.

Ship's company members were introduced to the Finnish sauna — there was even one on the icebreaker Urho which some toured — and other places visited by the Newcastle men were the Wartsila shipyard and the British Leyland car factory at Suomen.

### Soviets

In a ceremony at Hietaniemi, the commanding officer (Capt. N. R. D. King) laid a wreath on the tomb of Marshall Mannerheim.

During transit of the Baltic many



Admiration for a reindeer-skin doll offered by a market vendor to a group of sailors from the Newcastle. They are WEM(R) Hepestall, LMEM(L) Hamer, MEM(L) Smith and WEM(O) Brothwell. Some sailors bought reindeer-skin rugs and items of the fine glassware on offer in Finland.

Picture: CPO(Phot) John Drew, H.M.S. Dolphin.

## CHIEF'S COURAGE SAVED SEA CADETS' VESSEL

For fighting a fire in a wooden MFV carrying 14 Sea Cadets, CPO (Ops) (R) Terence Christopher Jenkins of H.M.S. Nelson has been commended by the Flag Officer Portsmouth, Rear-Admiral Paul Bass.

Fire broke out in MFV 119 on July 26 this year while the vessel was on an expedition to the Channel Islands with the cadets on board.

After putting on an Aquarius suit, CPO Jenkins fought the fire in a smoke-filled engine room using extinguishers and, when these ran out, buckets of water.

Each time he extinguished the fire it re-ignited, but he persevered and prevented the fire from spreading. Finally it was extinguished after 75 minutes.

"But for CPO Jenkins' perseverance and disregard for personal safety, the fire would have spread rapidly and the wooden MFV would have been a total loss," says the commendation by Rear-Admiral Bass.

"I commend CPO Jenkins for his resourcefulness, stamina and considerable courage, which were instrumental in saving the MFV and which were in the finest traditions of the Service."

## Stingray record

The heaviest stingray ever landed at Gib. — that's the claim from H.M.S. Tartar on behalf of LMEM(M) J. M. Lawson.

It weighed in at 39 lbs. whereas the previous best was 38 lbs., says the report.

A keen fisherman, LMEM Lawson, caught the stingray off the South Mole using a bait of small mullet and only a 25 lb. line. It took him 30 minutes to land the fish.

Unfortunately a film passed on to us proved totally blank when processed!

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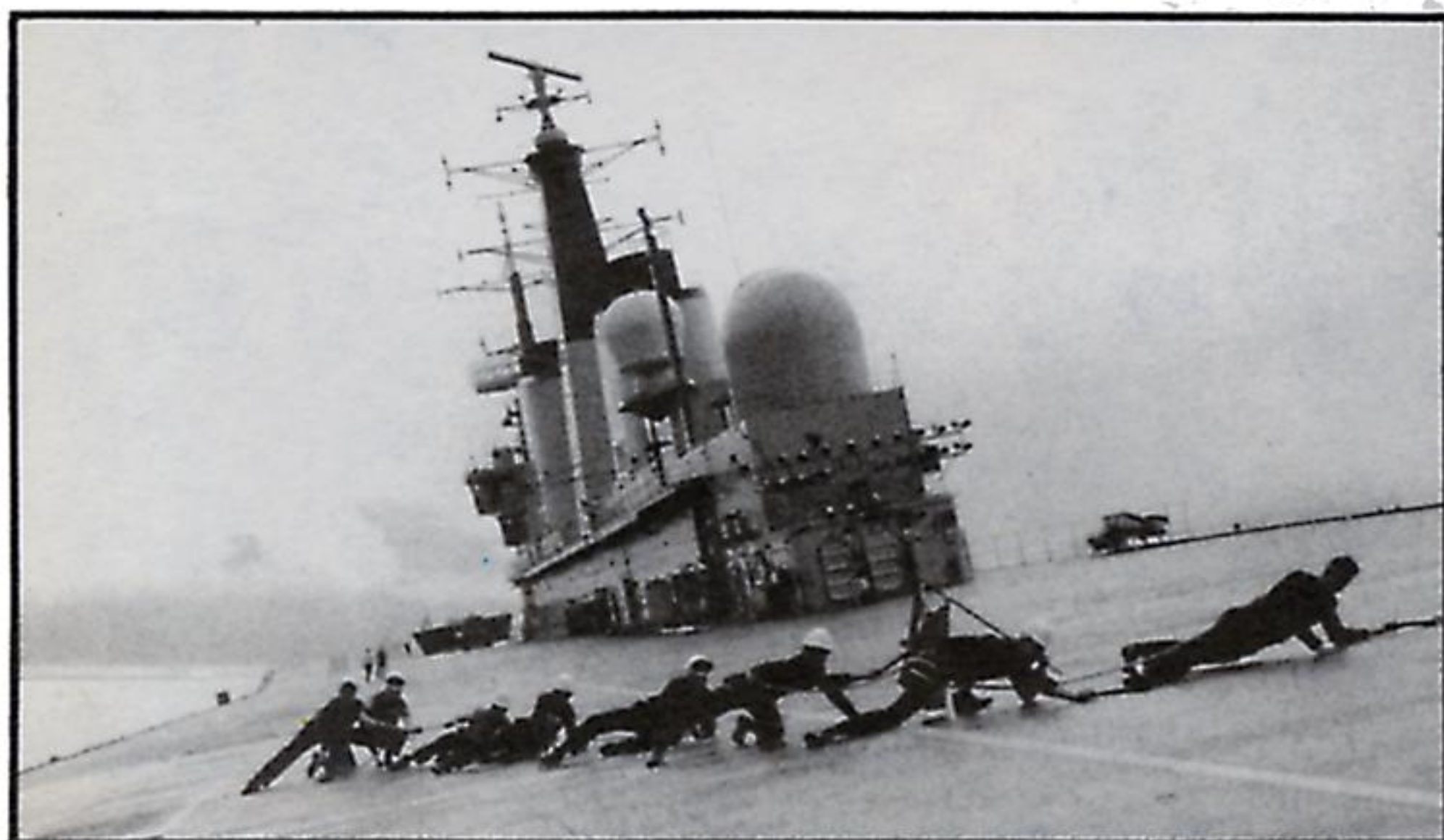
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# ALL ABROAD INVINCIBLE!

Norway . . . France . . . Gibraltar



A team of intrepid climbers ascend the flight deck during heeling trials in Loch Goll.



Miss Gibraltar receives an Invincible welcome from PO(R) Terry Knell, LRO(T) Geoff Clarkson (centre), STD Pete Wheeler, and (kneeling) STD Ian Jefford and LRO(G) Steve Gardiner (right).



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### Taking it on the chin

Keeping his chin up over the loss of his beard is POMA Irwin of H.M.S. Invincible. After all, his sacrifice did raise £150 for the Jimmy Savile Stoke Mandeville Hospital Appeal.

POMA Irwin was ordered to appear clean shaven on parade by his fiancée before their wedding in Gibraltar on October 8. He offered the privilege of shaving off the whiskers as a raffle prize, and the winner — RPO Hayward — is seen here savouring the big moment.



# FOR

Continuing trials have taken H.M.S. Invincible from Norway to the Mediterranean within the space of a month. And her three-week visit to Gibraltar for a self-maintenance period in October was being followed up during the first half of this month by Sea Harrier trials in the Western Approaches.

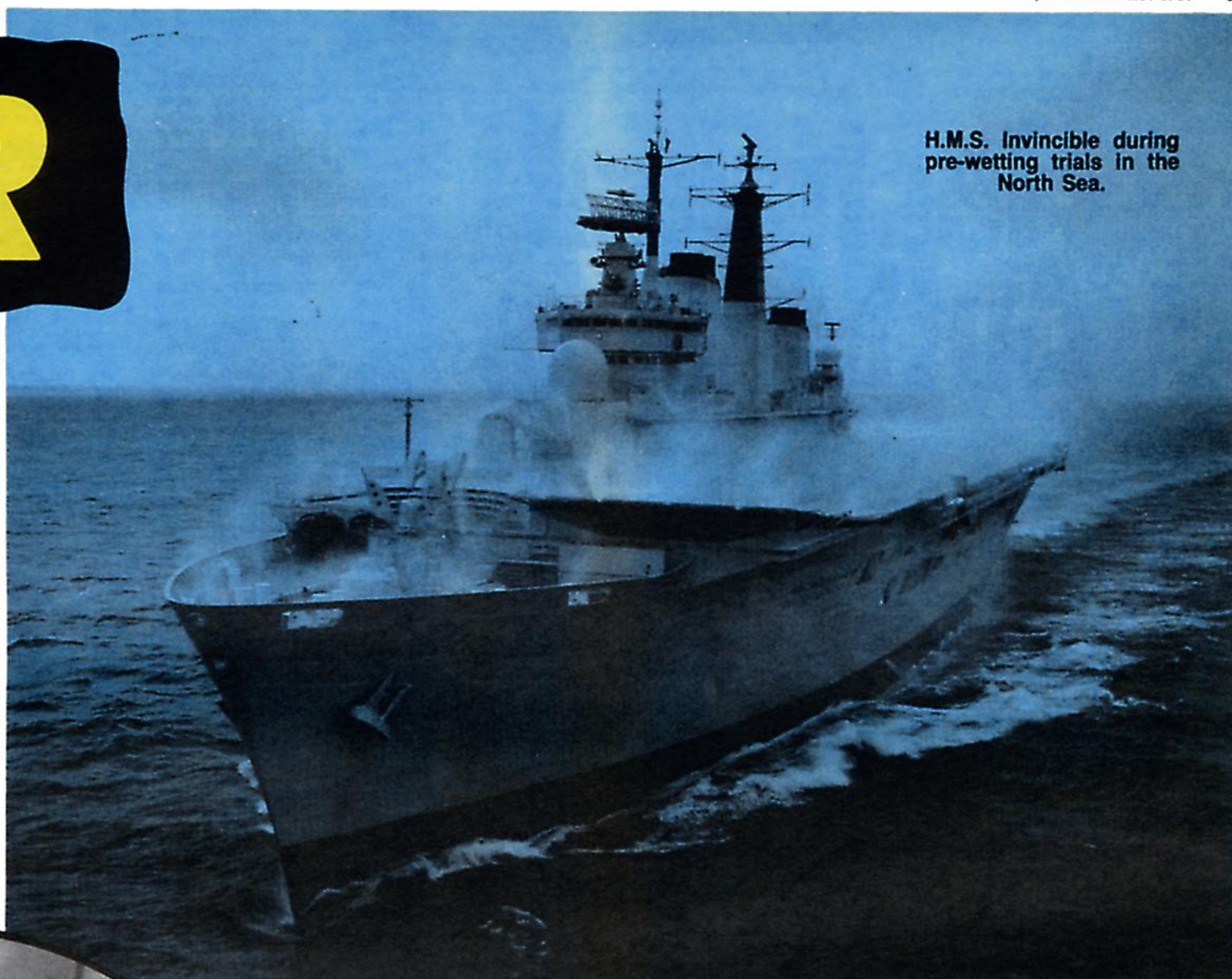
September saw the Royal Navy's newest carrier conducting noise-ranging and heeling trials in Loch Goll, South Clyde. However, amid the work there was a brief opportunity for a nine-man ship's expedition to "conquer" Ben Nevis.

Following two days of weapon ranging and sensor alignment checks, the Invincible made a short visit to Stavanger, Norway. Pre-wetting trials were conducted in the North Sea, then the carrier headed for her next port of call — the French naval base of Brest.

During the four-day stay several coach tours to the Breton hinterland were organised for members of the ship's company.

On October 3 the Invincible left for Gibraltar where she carried out the first engine change for an embarked Sea Harrier, and — on a lighter note — welcomed on board Miss Gibraltar, Yvette Dominguez.

H.M.S. Invincible during pre-wetting trials in the North Sea.



## What a fangless task ...

When H.M.S. Invincible's Surg.-Cdr. (D) Keith Pendrill got this patient into his chair he found he had a cool cat on his hands...

Three new canines were required by the leopard skin worn by the bass drummer in the Royal Marines Band of the Flag Officer Third Flotilla.

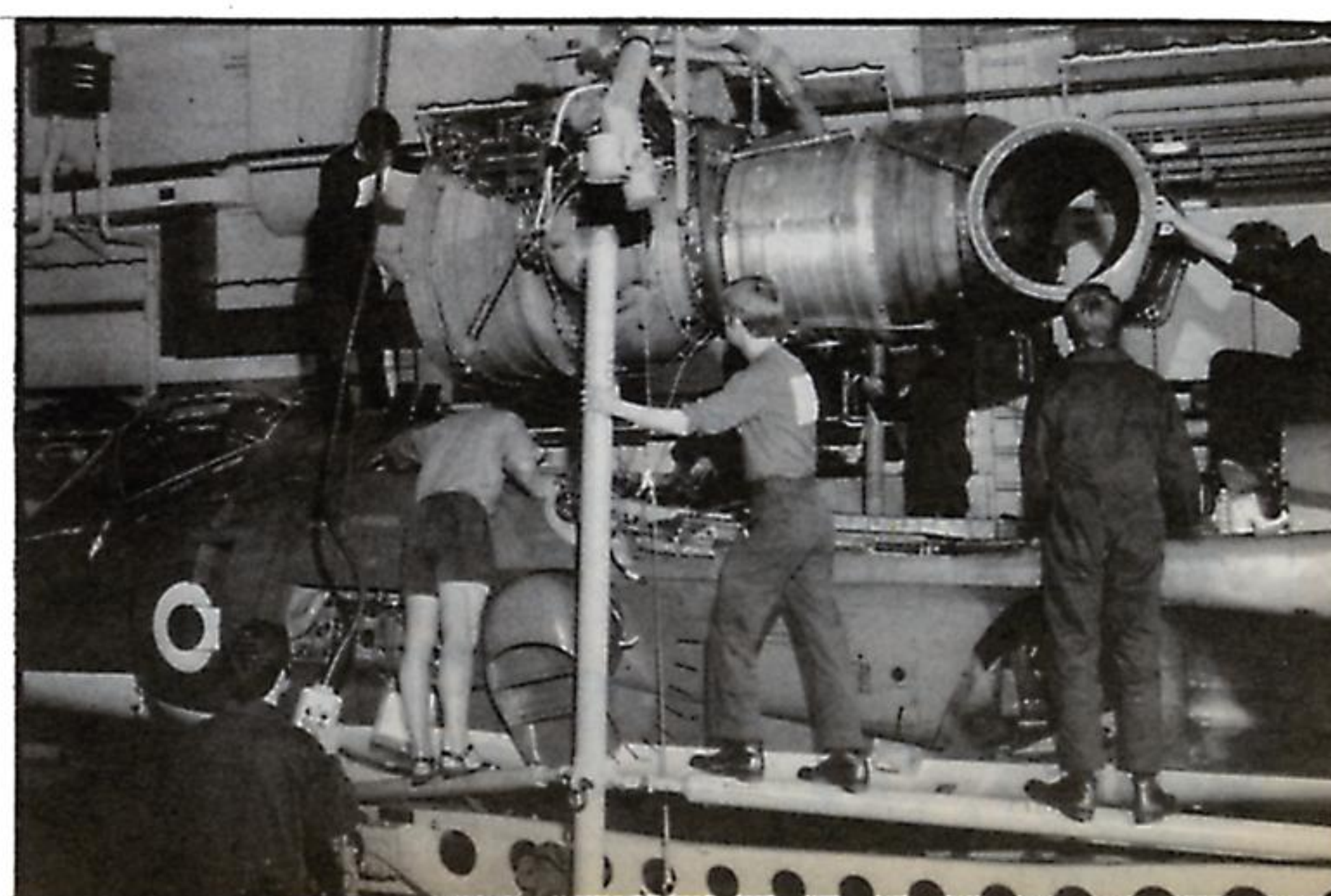
Not a growl of protest was raised by the patient as the false teeth were fitted. He is reported to have felt no pain, and bit the dentist only once.



"Lining the ramp" as H.M.S. Invincible enters Brest.



Preparations being made off the Rock to temporarily disembark the Sea Harriers of 800 Naval Air Squadron to R.A.F. North Front.



The first engine change for a Sea Harrier in the carrier's hangar.



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## PEN PALS

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Evelyn (35), divorced, 5ft., fair hair, hazel eyes, Ellesmere Port, South Wirral.  
Pauline (18), single, 5ft. 1in., brown hair, blue eyes, Whitstable, Kent.  
Sue (24), single, 5ft., brown hair, brown eyes, Leighton Buzzard, Beds.  
Diane (19), single, 5ft. 6in., brown hair, blue eyes, Orpington, Kent.  
Karen (17), single, 5ft. 7in., brown hair, green eyes, London.  
Edith (50), divorced, 5ft., fair hair, grey eyes, Monkwearmouth, Sunderland.  
Kim (22), single, 5ft. 7in., brown hair, hazel eyes, Eastleigh, Hants.  
Ros (22), single, 5ft. 2in., brown hair, green eyes, Exeter, Devon.  
Sue (22), single, 5ft. 6in., black hair, brown eyes, Brighton, Sussex.  
Caroline (22), single, 5ft. 6in., blonde hair, blue eyes, Exeter, Devon.  
Julie (22), single, 5ft. 5in., blonde hair, blue eyes, Bridgwater, Somerset.  
Myra (39), divorced, 5ft. 5in., fair hair, blue eyes, Nottingham.  
Brenda (27), single, 5ft. 3in., brown hair, blue eyes, Kemnay, Aberdeenshire.  
Kelly (42), single, 5ft. 5in., brown hair, blue eyes, Speke, Liverpool.  
Betty (17), single, 5ft. 6in., brown hair, hazel eyes, Southampton.  
Vicki (29), divorced, 5ft. 3in., blonde hair, brown eyes, two children, Plymouth.  
Andrea (23), single, 5ft. 4in., brown hair, brown eyes, one child, Stockport, Cheshire.  
Brenda (16), fair hair, green eyes, Peterhead, Aberdeenshire.  
Sheila (26), single, 5ft. 5in., brown hair, blue-grey eyes, Yiewsley, Middx.  
Sue (20), single, 5ft. 3in., brown hair, brown eyes, Liverpool.  
Doreen (39), divorced, 5ft. 3in., auburn hair, blue eyes, Stockport, Gt. Manchester.  
Susan (22), single, 5ft. 4in., red hair, blue eyes, one son (2), Charlton, London.  
Jan (48), widow, 5ft. 1in., fair hair, blue eyes, Swindon, Wilts.  
Daphne (27), divorced, 5ft. 3in., brown hair, green eyes, one son, Manchester.  
Madge (58), divorced, 5ft. 2in., brown hair, blue-grey eyes, St Austell, Cornwall.  
Chrissy (29), divorced, 5ft. 1in., blonde hair, blue-grey eyes, Plymouth, Devon.  
Donna (23), divorced, 5ft. 3in., auburn hair, hazel eyes, Plymouth, Devon.  
Gina (31), single, 5ft., brown hair, blue eyes, Birmingham.  
Sue (24), single, 5ft. 7in., brown hair, brown eyes, Birmingham.  
Lynn (19), single, 5ft. 5in., fair hair, blue eyes, Crawley, Sussex.

Jenny (22), separated, brown hair, green eyes, Petersfield, Hants.  
Rita (36), divorced, 5ft., brown hair, brown eyes, one daughter (10), Welwyn Garden City, Herts.  
Sharon (17), single, 5ft. 3in., brown hair, hazel eyes, Gosport, Hants.  
Jane (24), single, 6ft., auburn hair, brown eyes, Gosport, Hants.  
Vicky (20), single, 5ft. 4in., blonde hair, blue-green eyes, Gosport, Hants.  
Karen (20), single, 5ft. 4in., auburn hair, blue eyes, Southampton.  
Adele (20), single, 5ft. 8in., brunette, hazel eyes, Southampton.  
Ann (16), 5ft. 6in., fair hair, grey eyes, Romford, Essex.  
Sue (27), single, 5ft. 7in., brown hair, hazel eyes, Bristol.  
Sharon (18), single, 5ft. 4in., blonde hair, blue eyes, Hebburn, Tyne & Wear.  
Janet (20), single, 5ft. 2in., brown hair, Bristol.  
Jayne (15), 5ft. 2in., black hair, brown eyes, Portslade, Sussex.  
Maria (15), 5ft. 4in., blonde hair, blue eyes, Portslade, Sussex.  
Brenda (33), single, 5ft. 6in., brown hair, brown eyes, Telford, Shropshire.  
Sharon (18), single, 5ft. 5in., brown hair, brown eyes, Denton, Manchester.  
Sheila (36), single, 5ft. 5in., fair hair, brown eyes, Richmond, Surrey.  
Tina (30), divorced, 5ft. 3in., red hair, brown eyes, Basildon, Essex.  
Kathleen (24), divorced, two children, Leeds.  
Stella (31), single, 5ft. 6in., brown hair, green eyes, Cambridge.  
Susan (18), single, brown hair, brown eyes, Sheffield, Yorks.  
Margaret (46), divorced, 5ft. 4in., grey-green eyes, Aberdeen.  
Shainey (20), single, 5ft. 5in., brown hair, blue eyes, Bognor Regis, Sussex.  
Sheila (16), 5ft. 4in., brown hair, green eyes, Farnham, Surrey.  
Ingriell (21), single, 5ft. 6in., brown hair, blue eyes, Bognor Regis, Sussex.  
Janice (29), single, 5ft. 1in., auburn hair, blue eyes, New Cross, London.  
Tina (17), single, 5ft. 2in., brown hair, brown eyes, Barnsley, S. Yorks.  
Julie (24), single, 5ft. 4in., brown hair, brown eyes, Potters Bar, Herts.  
Anne (16), 5ft., brown hair, brown eyes, Bristol.  
Joan (17), single, 5ft. 5in., brown hair, brown eyes, Msida, Malta.  
Jackie (21), single, 5ft. 4in., fair hair, blue eyes, Irthlingborough, Northants.  
Anita (21), single, 5ft., brown hair, brown eyes, Irthlingborough, Northants.  
Sara (22), single, 5ft. 6in., dark hair, brown eyes, Melaka, Malaysia.  
Gail (30), separated, 4ft. 11in., fair hair, green eyes, Newcastle-under-Lyme.  
Elaine (33), divorced, 5ft. 6in., blonde hair, grey-green eyes, Fareham, Hants.  
Jacky (18), single, 5ft. 4in., brown hair, brown eyes, Cowes, Isle of Wight.  
Jeanette (16), 5ft. 1in., black hair, brown eyes, Northwood, Isle of Wight.  
Janie (19), single, brown hair, grey eyes, Cardiff, Glam.  
Jill (21), single, brown hair, brown eyes, Chelmsford, Essex.  
Tina (18), single, 5ft. 3in., brown hair, blue eyes, Portsmouth, Hants.  
Gail (23), single, 5ft. 1in., blonde hair, blue eyes, Portsmouth, Hants.  
Julie (17), single, 5ft. 4in., auburn hair, hazel eyes, Coventry.  
Hazel (17), single, 5ft. 6in., brown hair, blue eyes, Brighton, Sussex.  
Cheryl (17), single, 5ft. 4in., brown hair, blue eyes, Coventry.  
Paula (17), single, brown hair, blue eyes, Brighton, Sussex.  
Liza (39), separated, 5ft. 8in., blonde hair, blue-grey eyes, one son, Plymouth.  
Louise (16), 5ft. 8in., brown hair, blue eyes, Birmingham.  
Jean (39), single, fair hair, blue eyes, Skewen, Glam.  
Alison (23), separated, 5ft. 2in., brown hair, brown eyes, one child, Bracknell, Berks.  
Julie (22), single, 5ft. 3in., brown hair, blue eyes, Plymouth.  
Barbara (34), divorced, 5ft. 5in., brown hair, brown eyes, four children, Northampton.

Carol (18), single, 5ft. 1in., fair hair, blue-grey eyes, Isle of Wight.  
Julie (19), single, 5ft. 3in., brown hair, brown eyes, Walsall, West Midlands.  
Ann (28), single, 5ft. 3in., auburn hair, blue eyes, Liverpool.  
Tracy (16), 5ft. 3in., brown hair, hazel eyes, Hartlepool, Cleveland.  
Cindy (35), divorced, 5ft., brown hair, hazel eyes, two sons, Southampton.  
Jessie (44), widow, 5ft. 2in., fair hair, blue-grey eyes, Hill of Beath, Cowdenbeath.  
Susan (38), divorced, 5ft. 2in., brown hair, brown eyes, two children, Haverfordwest.  
Diane (31), single, 5ft., brown hair, blue eyes, Bath.  
Claire (15), 5ft. 5in., brown hair, green eyes, Walton-on-Thames, Surrey.  
Jane (22), single, 5ft. 7in., fair hair, hazel eyes, Tipton, Glos.  
Janet (20), single, 5ft. 2in., dark hair, brown eyes, one child, Tunbridge Wells.  
Susan (17), single, 5ft. 4in., brown hair, blue eyes, North Shields, Tyne & Wear.  
Pauline (43), separated, 5ft. 3in., brown hair, hazel eyes, Tamworth, Staffs.  
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Susan (24), single, 5ft. 3in., auburn hair, hazel eyes, Chichester, Sussex.  
Michelle (21), single, 5ft. 2in., fair hair, blue eyes, Bristol.  
Janice (21), single, 5ft. 2in., ginger hair, blue-green eyes, Bristol.  
Jacky (36), divorced, brown hair, brown eyes, Mitcham, Surrey.  
Alice (19), single, 5ft. 2in., blonde hair, green eyes, Harlow, Essex.  
Diane (22), single, 5ft. 5in., blonde hair, blue eyes, Luton, Beds.  
Mary (50), single, 5ft. 3in., brown hair, brown eyes, Gillingham, Kent.  
Katharine (15), 5ft. 4in., brown hair, blue eyes, Swansea, Glam.  
Mandy (18), single, 5ft. 2in., blonde hair, hazel eyes, Plymouth.  
Tina (17), single, 5ft. 2in., blonde hair, blue eyes, Hull, Humberside.  
Linda (18), single, 4ft. 9in., blonde hair, blue eyes, Hull, Humberside.  
Susan (33), divorced, 5ft. 7in., black hair, brown eyes, three children, Leeds.  
Lynn (22), single, 5ft. 2in., red hair, grey-green eyes, one daughter (3), Aberdeen.  
Sandra (18), single, 5ft. 5in., brown hair, green eyes, St Austell, Cornwall.  
Janice (35), divorced, 5ft. 8in., brown hair, green eyes, three children, Rainham, Kent.  
Patricia (43), single, brown hair, blue-grey eyes, Birmingham.  
Wendy (33), divorced, brown hair, blue eyes, Torquay, Devon.  
Suzanne (30), divorced, brown hair, blue eyes, three children, Bridlington, Yorks.  
Elaine (30), divorced, 5ft. 6in., red hair, two children, Dewsbury, Yorks.  
Miss J. (21), single, 5ft. 5in., brown hair, brown eyes, Liverpool.  
Joanne (27), divorced, 5ft. 4in., brown hair, blue eyes, two children, Plymouth.  
Jane (19), single, 5ft. 5in., fair hair, blue eyes, London.  
Del (33), divorced, 5ft. 3in., blonde hair, two children, Southampton.  
Pauline (17), brown hair, brown eyes, Milton Keynes.  
Jackie (15), 5ft. 3in., brown hair, green eyes, Shepshed, Leics.  
Sheila (39), single, 5ft. 5in., brown hair, green eyes, one child (14), Blackpool.  
Faizah (19), single, 5ft., brown eyes, Perak, West Malaysia.  
Susan B. (32), single, fair hair, brown eyes, Bristol.  
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Katy (17), single, 5ft. 8in., blonde hair, green eyes, Birmingham.  
Shirley (34), divorced, 5ft. 1in., brown hair, brown eyes, three children, Havant, Hants.  
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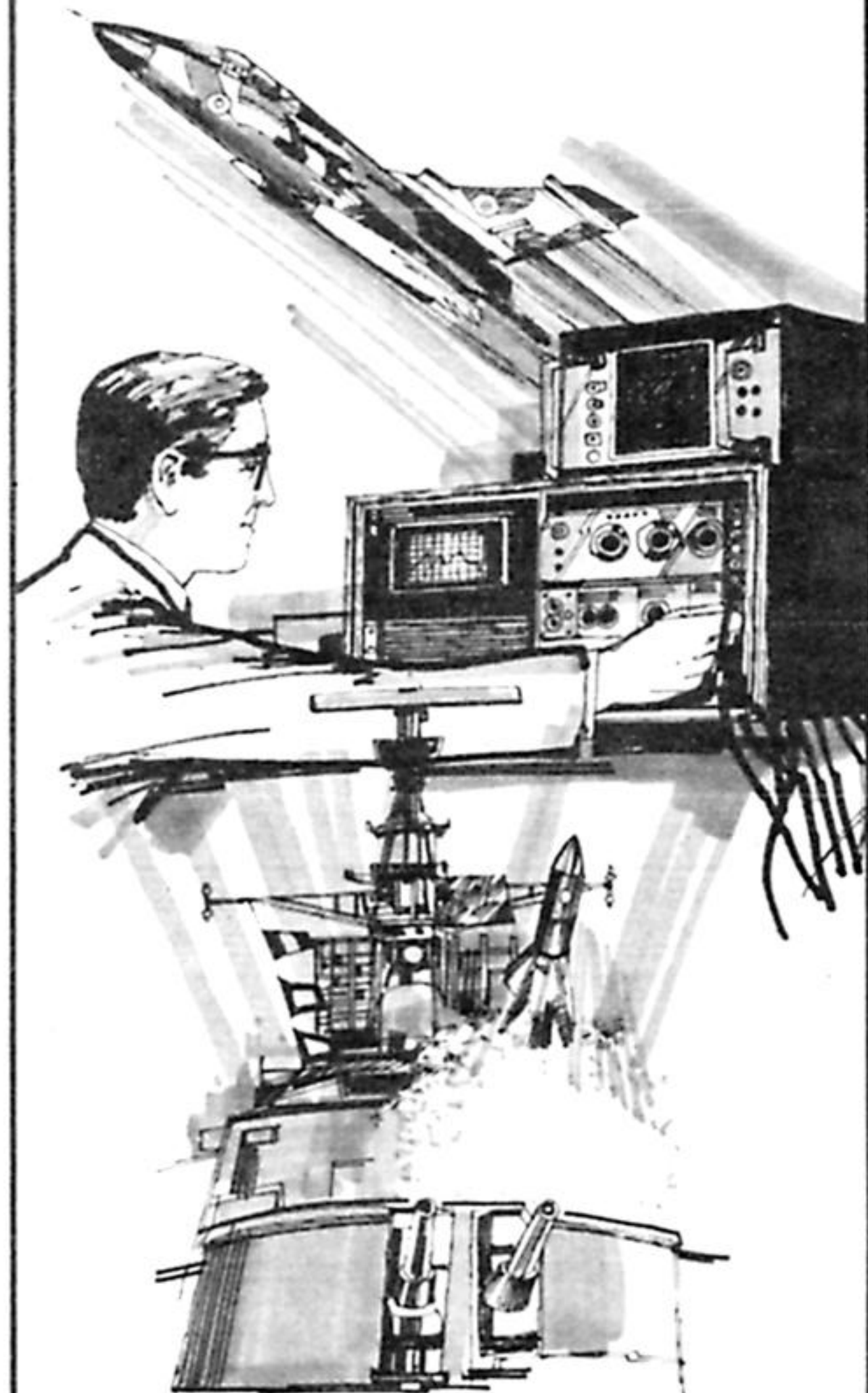
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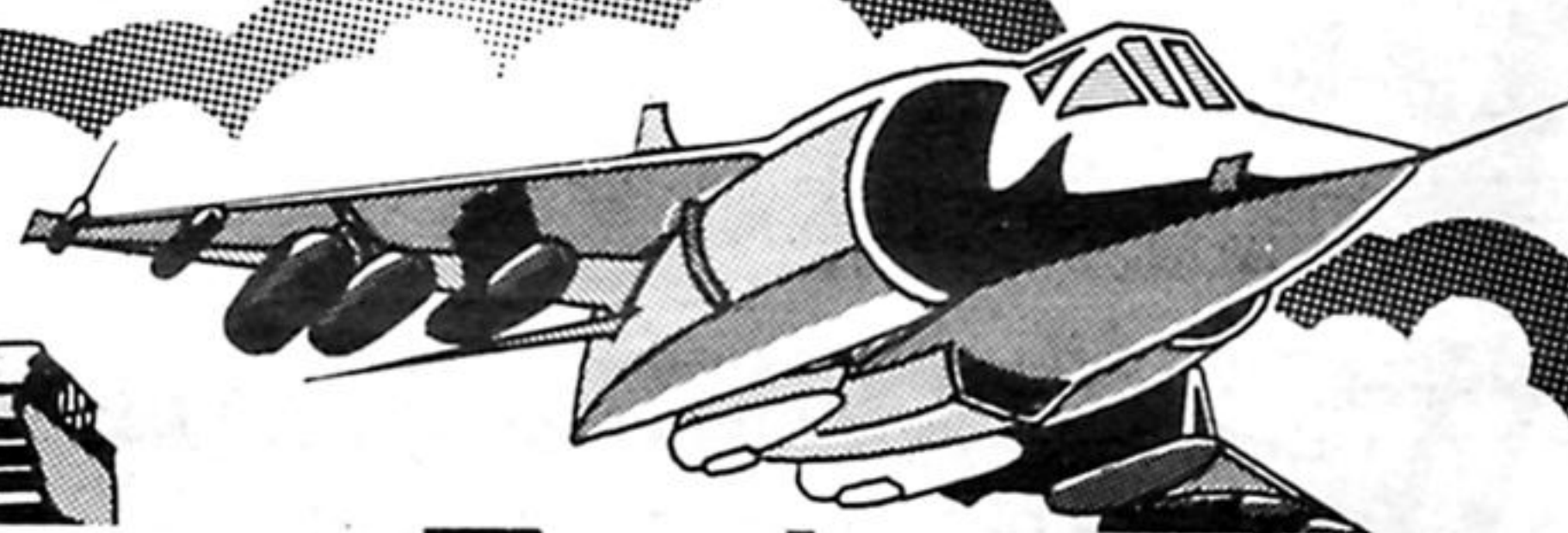
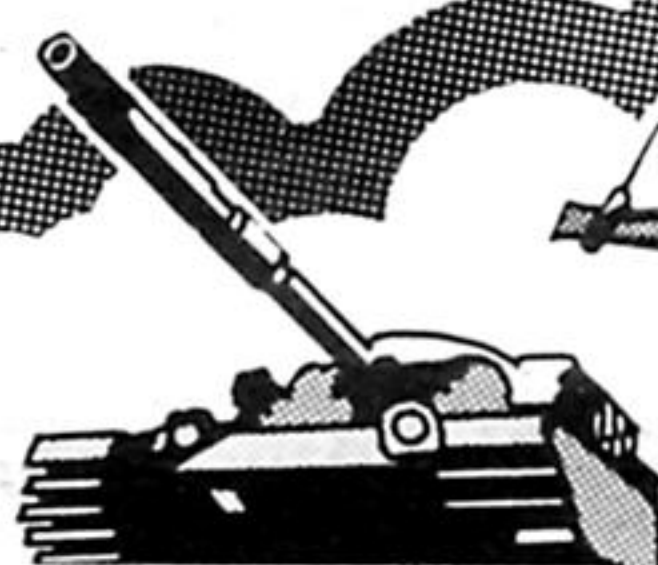
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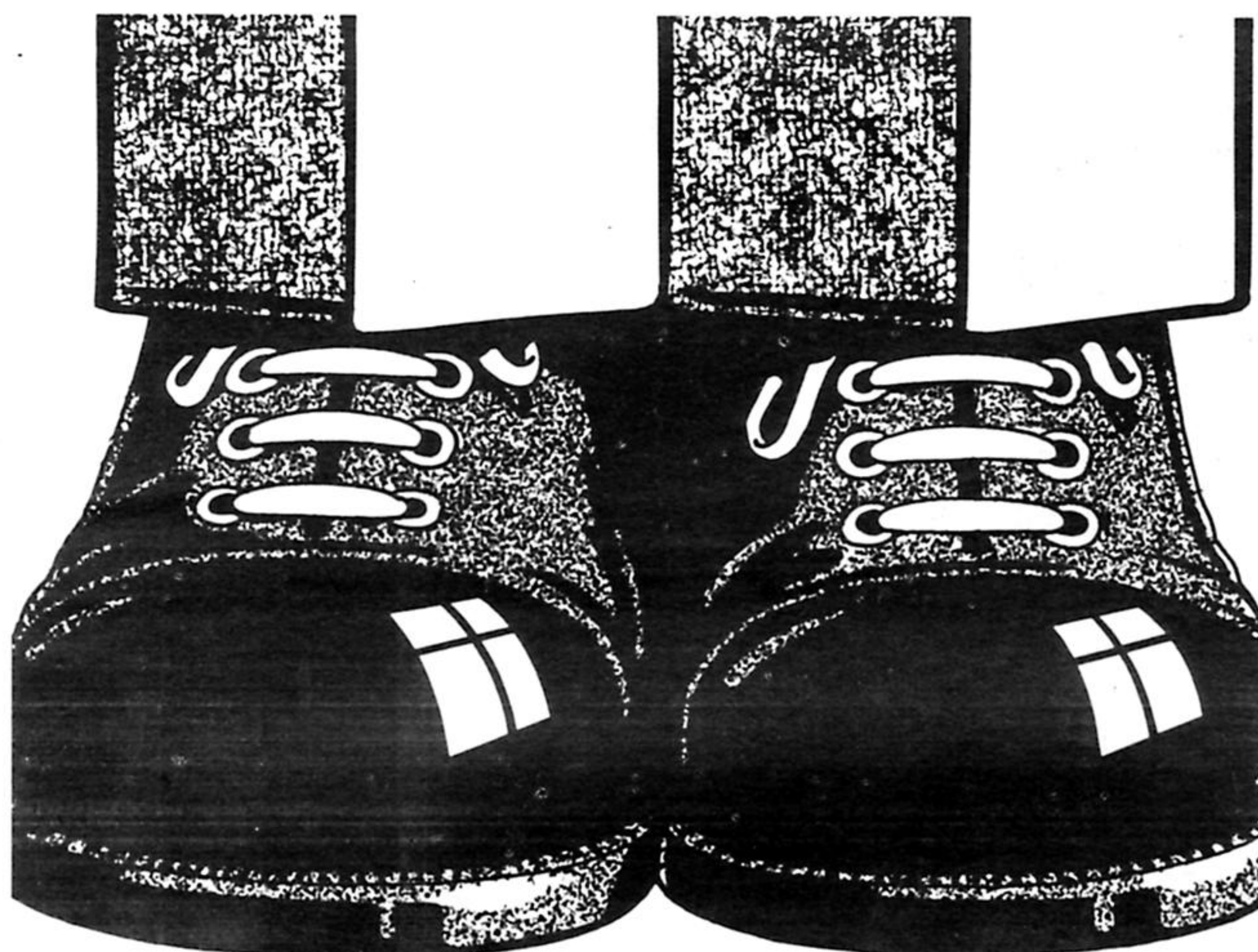
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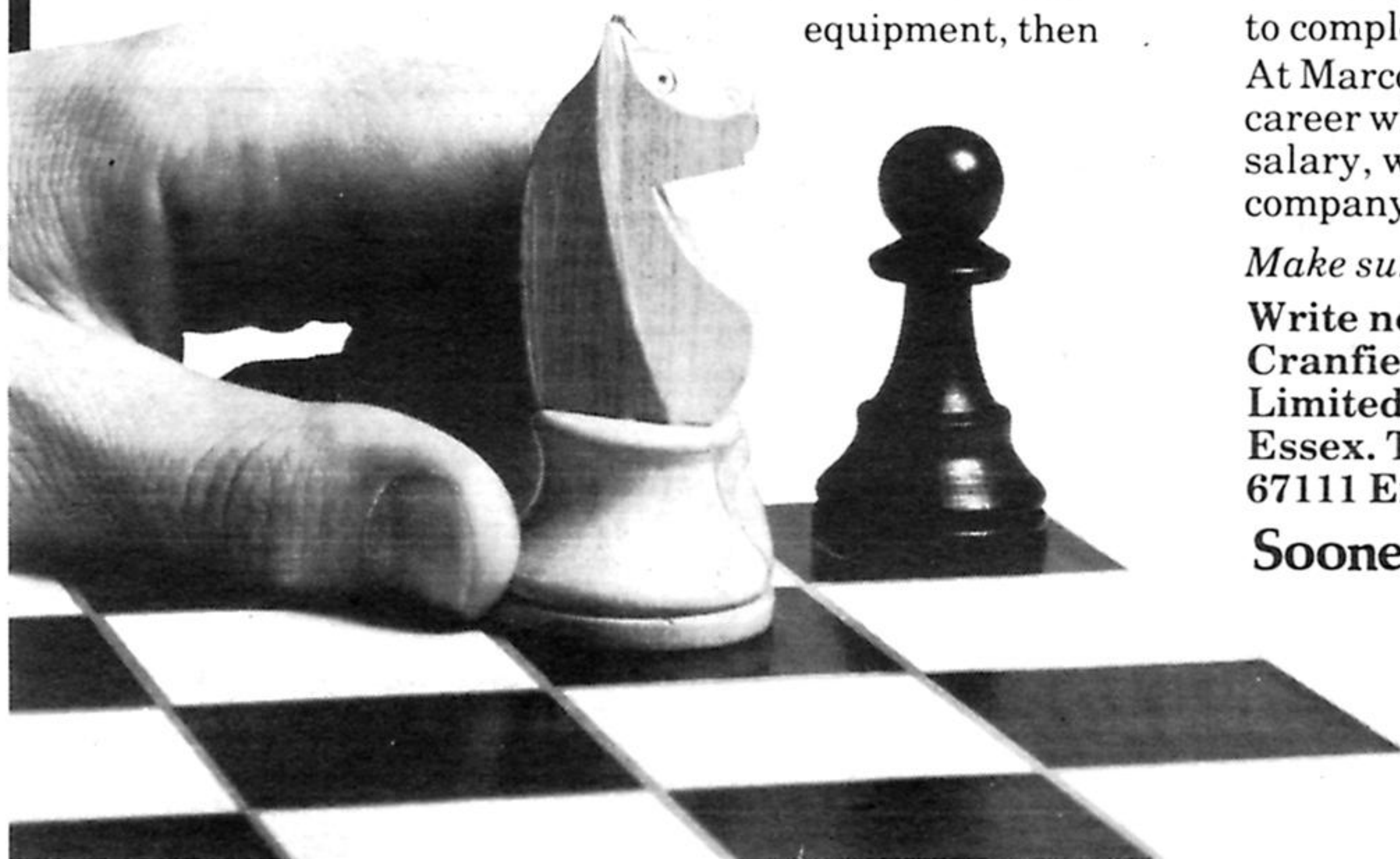
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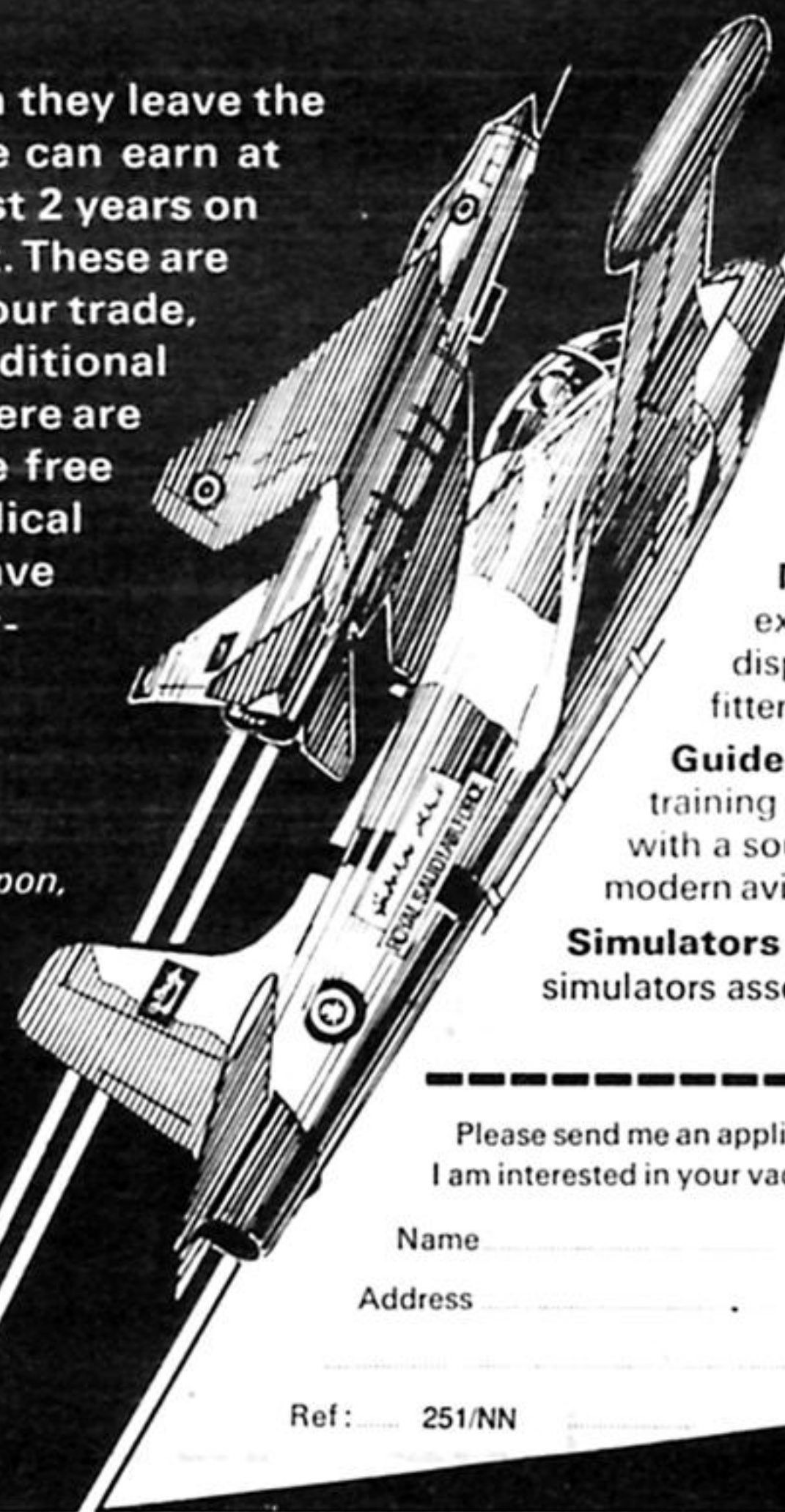
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# Inland test has sailors all at sea

Inter-Services golf traditionally takes place on a seaside links. This year the venue was inland and the Navy golfers found the lack of salt air too great a handicap and succumbed to the Army and R.A.F. in retaining their usual third place, writes John Weekes.

Not only were we away from the sea, but for the first time the tournament was held abroad. The R.A.F. Germany G.C. at Bruggen is an excellent course, rather like an elongated Blackmoor. It is on the Dutch border and it is easy to drive from a tee in Germany and lose one's ball in Holland.

It put the Navy team at a disadvantage though, as most of the Army and R.A.F. players know it well and their local knowledge probably influenced the results.

## WRNS sport round-up

● Air and Scotland won the R.N. Women's inter-group netball championships held in H.M.S. Nelson last month. Portsmouth were second, and R.M., Plymouth and Medway third.

● The inter-establishment netball tournament, also staged in Nelson, was won by H.M.S. Caledonia / H.M.S. Cochrane, who beat H.M.S. Dryad 10-6 in the final.

● H.M.S. Seahawk beat H.M.S. Heron 1-0 in the final of the R.N. Women's six-a-side hockey tournament at R.M. Eastney. In the semi-finals, Seahawk beat Dryad 1-0 and Heron beat Nelson on penalties.

● H.M.S. Dryad won the R.N. Women's inter-establishment table tennis tournament at H.M.S. Nelson. Dryad beat H.M.S. Mercury in the final.

● There was more success for H.M.S. Caledonia at the R.N. Women's inter-establishment badminton tournament in H.M.S. Sultan. The Scottish base beat H.M.S. Seahawk in the final by a single point on count back.

● H.M.S. Seahawk's excellent season continued with victory in the R.N. Women's squash tournament in Portsmouth. H.M.S. Dryad beat H.M.S. Dauntless and Seahawk accounted for H.M.S. Daedalus in the semi-finals. Seahawk beat Dryad in the final by two matches to one.

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## GOLF

Against the R.A.F. our one foursomes victory came from the old firm of Lieut.-Cdr. Malcolm Edmonds (Fisgard) and Brian Grant (RNH Stonehouse). Brian got a half in the singles too as did a newcomer to the tournament, LWTR Eddie Comerford (Cochrane).

One win only was achieved in the singles. Who did it? Regular readers of this column will find that easy - none other than that perennially youthful Cdr. Ron McLean (FOSNI Staff) playing in a record 17th Inter-Services!

### MARGINALLY BETTER

In the Army match we appeared to do marginally better, losing by 8½-3½ as opposed to 9-3 to the R.A.F. However, figures do not tell the whole story. The Navy played infinitely more skilfully and looked to be heading for an upset win halfway through the afternoon when we were ahead in most matches. Sadly our finishing was below par and we did not win any of the six games that were decided on the last green.

In the foursomes, the fine Scottish partnership of Eddie Comerford and Lieut.-Cdr. David Sandford (JMOTS) had a good win; one shot was especially memorable, a three-wood by Eddie into the heart of the 13th green from 230 yards. Ron McLean and Lieut.-Cdr. Richard Moore (H.M.S. Brilliant) got a half and Richard followed this in the afternoon with another half in the singles.

Brian Grant got his p.m. half as well - he played with great determination and was our star golfer of the tournament. Our only singles win was by Lieut. Ian Yuill (Collingwood), who beat an ex-Army champion and England triallist by a vast margin.

On the final day, the Army beat the R.A.F. 7½-4½ and thus kept the title of Inter-Services

golf champions. Navy golfers certainly gave them a fright though.

Minor vengeance was achieved by the Navy Piskey team at Newquay when they beat both Army and R.A.F. teams on their way to the final.

Lieuts. Alan Bray (Daedalus) and Roger Hockey (Collingwood) played excellent foursomes and won without great difficulty. Malcolm Edmonds and Brian Grant won 8/7 in the morning but it was Malcolm's saving 12ft. putt on the last that saw us through against the R.A.F.

Sunday morning provided another win, this time against a team of ex-Cornish Captains. Our third pair did better this time, Ian Yuill producing less wild shots and giving more help to his partner Richard Moore. Malcolm and Brian won comfortably but Alan and Roger had to recover from four down after six holes to register their success.

Sadly we came unstuck in the afternoon final. Malcolm and Brian continued their winning ways but the others couldn't and we were beaten by a Kentish team called the Sokits.

Richard and Ian were level after ten, but four-putted the 11th (!) and eventually lost, as did Alan and Roger who this time could not overcome a four-hole deficit after the first seven holes. Still, runners-up in a strong field wasn't at all bad.

## 50 and out!

AEMN(R) Trevor Walhen, the first athlete in Britain to complete 50 decathlons, is retiring from competition to concentrate on coaching.

Walhen, now serving in H.M.S. Daedalus, won the Navy decathlon championship six times. His best points total of 6,663 was achieved while competing for Great Britain against France in 1972. He is also a former Inter-Services, Southern Counties and Hampshire champion.

## SPORTS FIXTURES

### NOVEMBER

- 1-Football: Navy Youth Cup semi-finals.
- 2-Football: Navy Youth Cup final (Victory Stadium); Volleyball: RN(W) v. Speedwell/Whitefield (Bristol); Volleyball: RN v. Hemel Hempstead v. Hullingdon (HMS Dolphin); Basketball: RN v. Cardiff (Portsmouth).
- 4-Squash: RN v. King George's Park (RNC Greenwich); Football: RN v. Fareham Town (Fareham).
- 5-Football: RN v. Sussex Intermediate (Worthing); Football: RN v. Southampton F.C. (Portsmouth).
- 7-Hockey: Inter-Command (indoor) championships (HMS Nelson); Squash: RN v. Cambridge University (Churchill College).
- 7-30-Skiing: Inter-Service bobsleigh championships (Gutersloh).
- 8-Squash: RN v. Cambridge Ganders (Jesus College); Fencing: RN junior epee (London).
- 8-9-Fencing: Liverpool tournament (Liverpool); Table Tennis: RN(W) v. Hants 'B' (Portsmouth).
- 9-Basketball: Founder Cup; Badminton: RN v. Cambridge (HMS Sultan); Fencing: RN junior sabre (London); Tennis: RN v. Metropolitan Police (Portsmouth).
- 10-Badminton: RN(W) v. Inter-group championships (HMS Sultan).
- 11-Football: RN v. Waterloo F.C. (Portsmouth); Squash: RN v. City Squash (RNC Greenwich).
- 12-Football: RN v. Sheffield Wednesday (Sheffield).
- 13-boxing: RN v. W. Counties (Bath).
- 13-14-Basketball: Inter-Command (Portsmouth).
- 14-Badminton: RN v. Devon (HMS Drake).
- 14-15-Squash: Inter-Command tournament (CTCRM Lympstone).
- 17-18-Judo: RN championships (CTCRM Lympstone).
- 18-Football: RN v. Sussex (Eastbourne); Squash: RN v. St Thomas's Hospital (St Thomas's Hospital).
- 21-22-Hockey: Inter-Command tournament (HMS Pembroke).

### DECEMBER (first week)

- 2-Football: RN v. Bognor Regis F.C. (Bognor).
- 3-5-Hockey: Command Services (indoor) championships (RAF St Athan).
- 6-Hockey: RN(W) v. Southampton (Southampton).
- 6-7-Netball: RN(W) v. Golden Lions (Crawley); Table Tennis: RN(W) v. Guildford (Portsmouth).

## ROWING

### Neptune win Glasgow sprint

H.M.S. Neptune entered a novices four in the City of Glasgow sprint regatta and won both the heats and the final to qualify for the Senior C competition next season.

A Royal Navy veteran IV entered the 200-strong London Fours Head rowing event last month, and veteran and H.M.S. Heron crews competed in the Reading Head. In both events the Navy boats maintained their positions.

Training weekends are being held at Putney in November and January as part of the winter preparation for the Joint Services regatta on May 10. A head regatta is being held at RNEC Manadon on November 29.

## SPORT

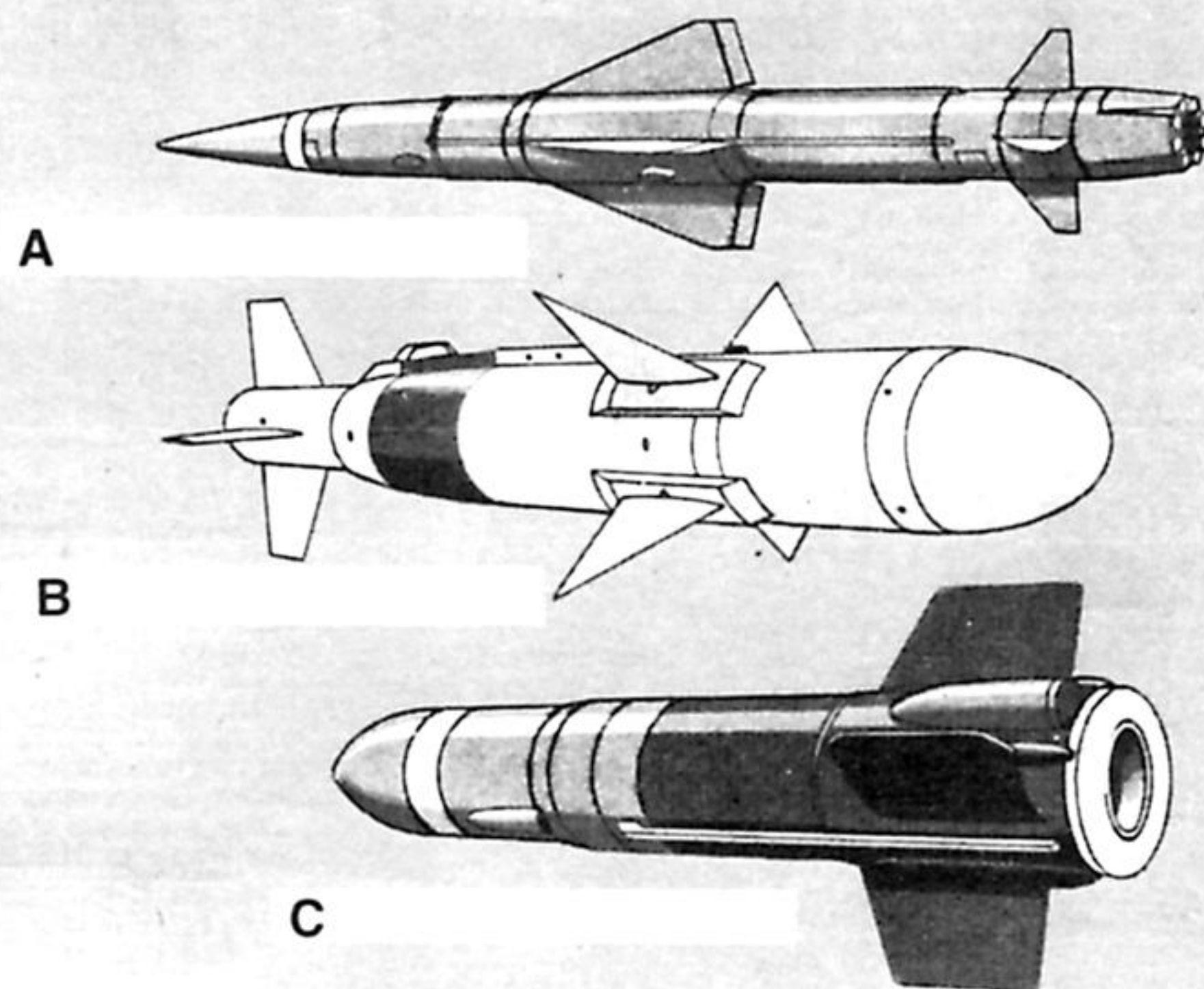
### Robison stays with top men

Mid. Chris Robison (BRNC Dartmouth) finished fourth in the Navy's annual cross-country match at Shotover, Oxford, crossing the line a creditable 27 seconds behind world rated Steve Jones of the R.A.F. All three men who beat Robison were full internationals. The Navy finished fourth out of ten teams.

Other placed Navy runners were - 15, CPOPT Keith Cawley (H.M.S. Drake); 18, PMT John Stephens (Haslar); 29, MNE Andy Rawlings (Comacchio Coy); 38, Lieut.-Cdr. Brian Davies (H.M.S. Collingwood); 46, App Keith Hannah (H.M.S. Caledonia).

The WRNS entered a team for their first ever civilian competition, over two miles, and did extremely well. POWren Sheila Hawkeswood (BRNC) was second overall and POWPT Nuala Atkey (H.M.S. Pembroke) fourth.

● New team and fixtures secretary of the RNAC(South) is CPO George Morralee, who can be contacted at Weapons Admin, H.M.S. Vernon (ext. 2329).



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## SPORT

# That old Nelson touch!

An extra-time goal by POPT Johnny Gwynn clinched the Navy Cup for H.M.S. Nelson with a 2-1 victory over CTCRM at Lymington, writes Jack Sheppard.

It was Nelson's first success in the competition for 20 years.

POPT Tug Wilson opened the scoring for the visitors in the sixth minute, but his effort was cancelled out by Cpl. Paul Dixon's equalizer later in the half.

Nelson had the edge on chances, and lasted better through extra time. Curiously, their area and semi-final matches also went to extra time.

By comparison with Nelson, CTCRM is a newcomer to the Navy Cup competition. While

## SOCCER

CTCRM won it in 1961 and lost in the final four years later, Nelson can boast six cup triumphs and three defeats in the final.

As the then Royal Navy Barracks, Portsmouth, Nelson won the competition in 1905, its first year, and retained it the following year. Most recent of RNB Portsmouth's previous successes was in 1960 against H.M.S. Seahawk.

Results in the divisional finals of the competition were:

H.M.S. Osprey 4, H.M.S. Dolphin 0; H.M.S. Nelson 2, H.M.S. Heron 1 (a.e.t.); CTCRM 6, RNB Plymouth 0; Comacchio Coy 2, H.M.S. Caledonia 3.

In the semi-finals, CTCRM beat Osprey 4-3, and Nelson needed a penalty kicks decision to beat Osprey 5-3 after the sides had been deadlocked on 1-1 at the end of extra time.

### YOUTH CUP

Early results in the Youth Cup competitions have included:

H.M.S. Collingwood 4, H.M.S. Sultan 2; Collingwood 7, Daedalus 0; Collingwood 9, Dryad 1; Dolphin 4, Dryad 5; Raleigh 1, Figgard 2; Figgard 4, Cudrose 2; Heron 4, CTCRM 3; Figgard 6, Heron 1; Cochrane 1, Caledonia 8; Caledonia 10, Neptune 1; Cochrane 6, Neptune 3; Pembroke 4, Mercury 5.

In the semi-finals on November 1, Caledonia were due to play Figgard, and Collingwood were to meet.

### TUNNEY CUP

Despite dreadful weather, the Royal Marines organized a very successful Corps championships for the Tunney Cup at Eastney, CTCRM beat 40 Commando 3-1 in the final, with Cpl. Tiv Lowe scoring a hat-trick for the training centre. George Bolton scored 40 CDO's goal from the penalty spot.

In recognition of his exceptional services to sport in the Fleet and Gibraltar, CPOPT Tony Witham (pictured) has been allocated an award from the Herbert Lott Fund by CINCFLEET and Flag Officer Gibraltar. To mark the event, CPOPT Witham was presented with a silver tray by Rear-Admiral G. I. Pritchard, FOGIB.

## What a lot of sports

It was a case of "ladies first" when travel cuts threatened a hockey trip to the United States by a WRNS team and a Royal Navy men's team.

Gallant as ever, the men (they went last year) cancelled their plans to make sure that the girls could go.

The trip was to Washington D.C. for the annual J. F. Kennedy memorial tournament, which attracts teams from all over the world. The WRNS did well to win their section, but were knocked out by an American team which went on to reach the final.

The good sportsmanship and humour of the WRNS earned them a trophy for the best disciplined team.

### PORTSMOUTH

Portsmouth won the R.N. Women's inter-group hockey championships at Portsmouth last month, beating R.M., Plymouth and Medway 4-1, and Air and Scotland 2-0.

Three members of the WRNS, FCWren Dieder Watkinson (H.M.S. Nelson), CWren Jane Walsh (H.M.S. Centurion) and POWPT Sylvia Johnson (H.M.S. Nelson), have been included in Hampshire's county squad for the season.

# Dinghy sailors sweep in for a racing double

A clean sweep for the Royal Navy in the Inter-Service dinghy team championship on Southampton Water last month capped a fine season for the Navy.

The A team won the major trophy for the first time since 1968, and for the first time since 1976 the B team won their event to give the Navy a racing double.

Racing was held under the burgee of the Army Sailing Association at their Netley club, using Bosun dinghies supplied by the Army. Although the overall scores in the A team event were close, the Navy always held a convincing lead on the water.

A team results were: R.N. beat Army, 35½ points to 36; R.N. beat R.A.F. 34½-37; Army beat R.A.F. 31-40½. B team results were: R.N. beat Army, 31½-44; R.N. beat R.A.F. 28½-42½; Army beat R.A.F. 27½-44.

The Navy's B team won all its matches convincingly, and there was never any doubt after the first few minutes of each race that the Navy would win. This was a highly commendable performance from one of the youngest teams to represent the Royal Navy in recent years.

Navy teams were — Lieut. David Maclean (captain), crewed by LWEM(O) Ralph Weller; Surgeon Cdr. David Lindsay and Mid. Carl Evans; Lieut. Richard Aylard and POMA Barry Thomas; and MNE David Hornby crewed by his twin brother Martin. B team — Sub-Lieut. Richard Hanslip and MEA Richard Buttner; POMEM Des O'Connor and Lieut. Peter Dyson; and Mid. Karl Downing and Mid. John Stanley-Whyte.

Earlier in the season the Navy won the Inter-Service keel boat championships.

● Sub-Lieut. Dave Halling gave the Navy its first win in the Services single-handed sailing championships at Oxford in October.

Sub-Lieut. Halling was runner-up at the first Service single-handed championships in 1978. The Royal Marine twins Martin and David Hornby were second and third respectively in the R.N. championships, and the new ladies prize also went to the Navy, being won by Third Officer Mary-Jane Pearson.



WEA App Dave Wheatley of H.M.S. Cardiff has enough problems of his own without worrying about those of Lieut. Mike Dobbie (H.M.S. Figgard). The incident happened in the Imsterslucht gorge of the River Inn, Austria, during the R.N. Kayak Association's expedition to the Alps.

Fortunately Lieut. Dobbie was quickly upright and enjoying the magnificent scenery that the expedition encountered through Austria, Switzerland and West Germany.

Other members of the team were Lieut.-Cdr. Clive Waghorn (H.M.S. Osprey), Third Officer

## One up! One down!

Karen Bird (H.M.S. Mercury), LWren Anne Wilde (H.M.S. Seahawk), AB Nobby Nokes (H.M.S. Cleopatra), WEA App Garry Packer (H.M.S. Collingwood) and Mr. Richard Vincent (formerly of H.M.S. Cleopatra).

## Navy hang glider is fourth

Navy hang gliders finished fourth in the Army hang gliding championships on the Wiltshire Downs last month. MEA(P) A. Smith (H.M.S. Norfolk) came fourth in the individual placings and won the R.N. and R.M. Cup for the best and safest Navy pilot.

Other Navy positions were: 10, CPO S. Byrne (H.M.S. Revenge); 17, Cdr. M. Collis; 35, Lieut. C. Hopkinson (H.M.S. Brinton).

# NAVAL PRIDE SALVAGED BY RESERVES

The Navy team had a disappointing week-end at the annual Inter-Services long range smallbore meeting at Ash. Because several experienced shots including FCPO Ted Metcalfe, the R.N. champion for the last two years, were not available, half the team were shooting in the meeting for the first time.

Although the shooting conditions were easier and the Navy's scores higher than last year, the improvement was not as great as those of the other Services.

As a result, the Navy came fifth and last in the Inter-Services championship which was won by

## SHOOTING

the Regular Army for the ninth year running. The R.N. total of 10,826 points out of 11,200 was 163 less than the Army's.

Naval pride was salvaged to some extent by the R.N.R. who had their best ever results, finishing third in the long range match and second in the 50-metres match, which made them runners-up in the championship. They were also second to the Army in the prone, standing and kneeling match in which the R.N. came third out of five.

The Navy long range smallbore rifle championship, which is shot concurrently with the Inter-Services matches, was won for the first time by CPO Mick Restall of H.M.S. Collingwood, who scored 2,145 points out of 2,200, four points more than CPO John Krumins (H.M.S. Rooke), the champion in 1977.

Third, one point behind, was Surg-Lieut. Andy Cope from H.M.S. Pembroke who was shooting in the meeting for the first time.

## Time to give flair a break

The Royal Navy, weakened at the last minute by injuries to key players, lost 10-30 to Devon at the Rectory, and Zimbabwe accounted for Combined Services, 33-16, at Aldershot after the latter had held their own until the last quarter, writes Mike Vernon.

I didn't see either of these games, but understand that front row problems were at the root of both defeats, and that John Leigh in the Zimbabwe match was heavily criticised in the national press for doing what he had been told to do by his coach.

This prompts the reflection that coaches, most of whom appear to know little about back play and

## RUGBY

have only succeeded in stultifying it, would do well to allow more scope for backs — and fly halves in particular — to read the game as it unfolds.

Rugby Post tells us that improvement of back play is the prime aim for 1980-81, but my heart sinks at the thought of coaches directing their attention, by numbers and diagrams as their limitations dictate, to the orchestration of the final rites of a moribund art.

In this connection, the high point of the month for me came at Whaley on a referees' course, when, in search of a referee to adjudicate (mine having been deprived of his game by the failure of two frigates to tell anybody they had cancelled it — nothing's changed since my circuit days!), I was privileged to watch in a local derby a piece of vintage Peter Birkett, the Navy team secretary, contriving an outside break (where did you last see one?) and a perfectly timed pass to create a try from a three-man overlap.

There is no substitute for flair, whether in rugby or any other game.

Trevor Newson, John Nash and Colin English seem to have established themselves in the Hampshire side, and Steve Hughes with Devon. U.S. Portsmouth, beating Devonport Services 10-4 at the Rectory, retained the recently instituted Britvic Inter-Port Cup.

Finally, two apologies. It seems my "commiseration" with Roger Godfrey in October's Navy News may have been misconstrued. I meant to express my sympathy with a sensitive man who, short of success, luck, and support he was entitled to expect but did not get from some quarters, nevertheless stuck to his principles and didn't ever lose his faith in the cause of Navy rugby. Better?

The second apology is to another friend, Paul Lea, who through the omission of two lines of type was saddled with the blame "through over-excitement and inexperience," for the Navy not scoring two tries against Cornwall.

Paul missed three kickable penalties, but it was his younger and less-experienced team-mates who should have scored the tries — although maybe they wouldn't agree either!

## Cocks of the North

Sports teams north of the border have been enjoying a fine year, and their successes have continued in netball, volleyball and badminton competitions.

A combined H.M.S. Caledonia-H.M.S. Cochrane team took the WRNS inter-unit netball trophy home to Scotland for the first time after a keenly-fought competition at Portsmouth.

The Scottish team which beat H.M.S. Dryad 11-5 in the final was POWPT Denise Ellis, Third Officers Sarah Parkin and Ann Betteridge, LWPT Jo Wilson, POWren Wilma Porterfield, and Wrens Claire Milton, Maggie Pugh, Suzanne Graham and Pat Speight.

### BADMINTON

An H.M.S. Caledonia team ventured south to H.M.S. Sultan to win the highly competitive WRNS inter-unit badminton championships. The final against H.M.S. Seahawk was drawn, but Caledonia won by one point on a count-back.

The Caledonia team was LWrens Jo Wilson and Maureen Iveson, and Wrens Meryl John and Lyn Platt-Chance.

Caledonia, inspired by Scottish cap Lieut. Guz Leighton, also did tremendously well to win the Fife Cup volleyball tournament in Fife, beating a more experienced team in the final.



Lieut. Guz Leighton (bearded) and CPO Peter Latham in action for H.M.S. Caledonia's Fife Cup-winning volleyball team.



# Midi-weight Danae wins Fleet battle

The Fleet's novice boxers made sure their championships in H.M.S. Pembroke were a big hit! A record 122 entries were received from 19 ships — resulting in 101 bouts being fought during the three-day tournament.

Biggest entry was in the light-middleweight division, which attracted 22 boxers. The eventual finalists at this weight had to fight five times to decide the champion.

H.M.S. Hermes won the Maxi-ships competition with 39 points to Bulwark's 30 and Norfolk's 29. But the stars of the show were undoubtedly the men of H.M.S. Danae, who easily won the Midi-ships trophy despite ferocious opposition from 12 other frigates and destroyers and H.M.S. Endurance.

Fourteen ships were involved in the ten finals, with Hermes and Danae providing three each.

## FINAL RESULTS

**Flyweight** — SEA(S) Hatley (Eskimo) beat MEM Hadden (Danae) rsc 1; **bantamweight** — JRO Cooke (Sheffield) bt MNE Egerton (Endurance) pts (u); **featherweight** — AB Houghton (Lowestoft) bt STD Dossdale (Rhyt) rsc 2; **lightweight** — LPT Jones (Danae) bt WEM(O) Day (Hermes) fbc; **light-welterweight** — AB Glosier (Danae) w.o. AB Byfield (Norfolk) med. unf.; **welterweight** — MEM(L) Boyd (Hermes) bt MEM Hearmon (Hermes) pts (m); **light-middleweight** — AB(EW) Hallifax (Dido) bt MEM(L) Ridgeway (Bulwark) fbc; **middleweight** — AB Hall (Birmingham) bt CA Jashek (Cardiff) pts (u); **light-heavyweight** — LS Minn (Seaford Clansman) bt LMEM Adamson (Cardiff) rsc 2; **heavyweight** — JMEM Linton (Glasgow) bt LMEM Hutchinson (Norfolk) rsc 2.

## TEAM RESULTS

**Maxi-ships** — 1, H.M.S. Hermes, 39 pts; 2, H.M.S. Bulwark, 30; 3, H.M.S. Norfolk, 29. **Midi-ships** — 1, H.M.S. Danae, 40; 2, H.M.S. Lowestoft, 27; 3, H.M.S. Rhyt, 22; 4, H.M.S. Cardiff, 19; 5, H.M.S. Birmingham and H.M.S. Endurance, 17; 7, H.M.S. Dido, 13; 8, H.M.S. Eskimo, 12; 9, H.M.S. Glasgow and H.M.S. Rothesay, 10; 11, H.M.S. Revenge, 9; 12, H.M.S. Ardent, 6; 13, H.M.S. Sheffield, 4; 14, H.M.S. Ambuscade, 1. **Mini-ships** — 1, Seaford Clansman, 10; 2, H.M.S. Nulton, 4. **Best loser** — MEM Appleton (H.M.S. Hermes).

## NAC NOVICE CHAMPIONSHIPS (held in H.M.S. Daedalus)

**Flyweight** — STD Herring (Culdrose) bt AA Wray (Daedalus) pts (u); **lightweight** — LAM Archer (Culdrose) bt MEM Griffith (Portland) rsc 3; **light-welterweight** — LREM Walker (Culdrose) bt STD Renn (Portland) pts (u); **welterweight** — REM Williams (Culdrose) bt AEM Sutcliffe (Culdrose) rsc 2; **light-middleweight** — AA Malaby (Daedalus) bt LPT Carter (Culdrose) pts (m); **middleweight** — N/A(H) Dees (Daedalus) bt AEM(L) Tapping (Yeovilton) fbc 1; **light-heavyweight** — AEM Barnes (Culdrose) bt REM(A) Kenny (Daedalus) rsc 2; **heavyweight** — AEM Pheely (Daedalus) bt PO Hughes (Portland) pts (u). **Team result** — 1, Culdrose, 28 pts; 2, Daedalus, 15; 3, Portland, 10; 4, Yeovilton, 8.

The Portsmouth Command novice championships in H.M.S. Nelson attracted 117 entries. Results were:

## PORTSMOUTH COMMAND NOVICE CHAMPIONSHIPS

**Bantamweight** — App Boycott (Collingwood) bt CK Harris (Hermes) pts (u); **featherweight** — AB McGaffin (Nelson) bt MEM Smees (Sultan) pts (u); **lightweight** — App Watts (Collingwood) bt AB Spittal (Tartar) pts (m); **light-welterweight** — App Knight (Collingwood) bt LPT Harris (Hermes) pts (u); **welterweight** — WEA App Pittman (Collingwood) bt MEM(L) Hermon (Hermes) pts (u); **light-middleweight** — AB Smith (Nelson) bt MEM Appleton (Hermes) pts (m); **light-heavyweight** — POSA Green (Hermes) bt MEM Poole (Sultan) pts (u); **heavyweight** — AB Bearman (Hermes) bt MEM McCrory (Sultan) rsc 3. **Team results** — 1, H.M.S. Collingwood, 18 pts; 2, H.M.S. Hermes, 13; 3, H.M.S. Nelson, 10.

## ROYAL MARINES NOVICE CHAMPIONSHIPS

**Featherweight** — JMEM Baxter (CTCRM) bt Rct Farmer (CTCRM) rsc 2; **bantamweight** — MNE S. Bramley (40 CDO) walk-over; **lightweight** — JMEM Hallahan (CTCRM) bt MNE Murphy (R.M. Poole) pts (u); **light-welterweight** — MNE P. Brady (40 CDO) bt MNE D. Betts (40 CDO) pts (u); **welterweight** — MNE J. Thomas (40 CDO) bt MNE G. Smith (42 CDO) fbc 3; **light-middleweight** — MNE A. Walker (45 CDO) bt MNE P. Walton (45 CDO) pts (u); **middleweight** — Rct A. Garraway (CTCRM) bt LCpl P. Flowers (59 IND CDO SON R.E.) pts (m); **light-heavyweight** — MNE K. Lane (40 CDO) bt Lieut. G. Tasker (CTCRM) disqualified; **heavyweight** — MNE K. Ferdinand (42 CDO) bt MNE R. Milburn (45 CDO) pts (u).

## PLYMOUTH COMMAND NOVICE CHAMPIONSHIPS

**Bantamweight** — CK Harvey (BRNC) bt SEA Reese (Arrow) pts (m); **lightweight** — MEM Woole (Arrow) bt MEM Glasco (Ambuscade) walkover; **light-welterweight** — CK Bromfield (Cambridge) bt AB Winkle (Dane) pts (m); **welterweight** — WEM



CEM Dawes (right), of H.M.S. Dryad, catches RO2 Majid (H.M.S. Mercury) during the match between the two establishments held in H.M.S. Dryad. Dawes won the contest, judged the best of the night, but Mercury went on to win the team match by five bouts to three.

# England keeps Green so busy

International light-welterweight AB Wayne Green has had a busy season so far. The popular Navy champion has boxed in East Germany, won a silver medal in the A.B.A. centenary tournament in London, and has been called up for England's matches against the tough Kenyans this month.

Green appeared twice on national television during the George Wimpey-sponsored centenary show, on the first occasion stopping the highly-rated young Canadian Rick Anderson near the end of the first round. That was after Green himself had been forced to take a standing count.

In the final, Green met British champion Tony Willis for the first time and lost a unanimous points decision. Willis, the Olympic bronze medal winner, picked up points throughout the contest without ever getting near Green's lethal right glove.

The result was a comfortable win for Willis but a disappointing and perhaps inclusive clash of styles.

## TWO RESERVES

Also at international level, SEA Brian Schumacher has been called up for the visit of the Kenyans, and he and SEA Cliff Storey are reserves for England's two-match trip to Budapest from November 3-10.

Navy Under-19 coach CPOPT Alan Colman, chief PTI in H.M.S. Dryad, is making the journey to Hungary as assistant coach to the England party.

The Navy's competitive programme got off to an excellent start in Birmingham with a 6-4 victory over Midland Counties.

Navy coach CPO Tony Oxley took a squad of 18 to the Midlands, but was disappointed to find no matches for his top men. What was virtually a "B"

## BOXING

team did him proud, however.

There were wins for STD Trevor Hopkinson (H.M.S. Hermes), SEA Paul Evans (H.M.S. Vernon), MNE Dennis Roberts (H.M.S. Danae), MNE Steve Taylor (Comacchio Coy), MEM Ned Rawlings (H.M.S. Fife) and LPT Paul Driver (H.M.S. Dido).

Evans received the best boxer award, and for Roberts and Taylor there was the satisfaction of competent returns after long absences from the ring.

Others in the team were RO1 Yorky Cowban (Comcen Whitehall), WEA Jimmy Murphy (H.M.S. Leander), LPT Ian Dempster (H.M.S. Raleigh), and LS Ian Matthews (H.M.S. Glasgow), who was stopped in the third round by a cut eye.

The Navy's Under-19 squad has also been in action, drawing 5-5 against Norfolk and Est Dereham. Winners for the Navy were JMEM Jimmy McDade (H.M.S. Collingwood), SEA Jim Smedley (H.M.S. Dryad), MNE Howard Jones (CTCRM), SEA Stuart Gill (H.M.S. Diomedes) and LS Lee Thorn (H.M.S. Dryad).

Gill's win was at the expense of Lee Thorn's brother Mike, the Eastern Counties featherweight champion.

# Danae's delight . . .



H.M.S. Danae's boxers could not contain their delight at winning the Midi-ships competition at the Fleet novice boxing championships! The team, which did exceptionally well, was coached by POME Ron Thomas (left). Second from right (standing) is Mr. Dennis Ford of Ford YMCA's boxing club, which made its facilities available to the Danae boxers. Team captain was LPT Alan Jones (kneeling second from left), and manager was CPO Jim O'Hara (right).

Samuel (Drake) bt LMEM Henderson (Drake) pts (u); **light-middleweight** — App Oroko (Fisgard) bt AB Thomas (Drake) rsc; **middleweight** — SEA Nisbett (Raleigh) bt LPT Easton (Drake) rsc; **light-heavyweight** — AB Musson (Drake) rsc; **heavyweight** — LCK Thomson (Drake) bt LMEM Wiseman (Ambuscade) rsc. **Team trophies** — major unit, H.M.S. Drake; minor units, H.M.S. Arrow.

## SCOTLAND AND NORTHERN IRELAND NOVICE CHAMPIONSHIPS

**Featherweight** — CK Hemmings (Neptune) bt WEM Lisle (Cochrane) pts (m); **lightweight** — CK Anderson (Neptune) bt

MEM Murray (Neptune) pts (u); **light-welterweight** — AB Crowe (Cochrane) bt CK Styles (Cochrane), retired 1; **welterweight** — MEA App Sawyer (Caledonia) bt WEM Newton (Cochrane) pts (m); **light-middleweight** — MEA App Simpson (Caledonia) bt MEA App Soto (Caledonia) pts (m); **middleweight** — SEA Percy (Cochrane) bt MEA App Sharp (Caledonia) pts (m); **light-heavyweight** — LWEM Ward (Cochrane) bt NA McCarthy (Neptune) pts (m); **heavyweight** — MEM Heron (Neptune) bt MEA App Joy (Caledonia) pts (u). **Team result** — 1, H.M.S. Neptune, 18 pts (winners on count-back of titles); 2, H.M.S. Caledonia, 18; 3, H.M.S. Cochrane, 13.

# Into the league

A Royal Navy team has entered the Southern Basketball League this season. It will ensure a high standard of play and in the long term improve the Navy's chances in the senior Inter-Service championship. The

# SPORT

## Five out of five for effort!

Despite being weakened by the absence at sea of several leading players, the Navy squash team has made an excellent start to the season — winning the first five matches.

This successful run included the opening three games in the Cumberland Cup League in which the Navy are competing for the first time. League victories have been recorded over Nondescripts, Guys Hospital and Old Whitgiftians, and friendly fixtures against the RAC Club and the British Police have also resulted in wins.

It was clear from the first Cumberland Cup match that progress in the new league will not be easy; against the Nondescripts the fourth and fifth strings, Lieut.-Cdr. Mike Sauvage (C of N) and PO Alfie Halford (H.M.S. Daedalus) lost their matches before Sub.-Lieut. Irvine Pratley (H.M.S. Fearless) and MECH1 Smith (H.M.S. Birmingham) recovered the situation for the very fit first string, MECH1 Geoff Huggins (H.M.S. Daedalus), to make the match score 3-2.

## CLOSE CONTEST

In the second match against Guys Hospital, a Navy team weakened by service commitments found themselves involved in another close contest. Again the first two matches were lost before Smith, Sauvage and LRO Clive Bell registered wins to turn the final result in favour of the Navy.

On October 14 the Navy travelled to Whitgift School to play the Old Whitgiftians — one of the strongest teams in the league. Once again the in-form Huggins won his first string match 3-0, but the other matches all went to five games with Lieut.-Cdr. Peter Dunt (VCNS), at fifth string, turning the result the Navy's way in the fifth game of the final match.

Having had things largely his own way in the league, Huggins found the tables turned in the friendly against the RAC Club when he found himself playing

## SQUASH

against the recent Great Britain No. 2, Stuart Courtney.

Although not quite able to take a game, Geoff gave a good account of himself, losing 3-9, 5-9, and 6-9 in a match full of attractive squash. With the fifth string unplayed, Pratley, CPO Pat Beaton (H.M.S. Temeraire) and Sauvage all won close matches to record a 3-1 match win.

For the final match before going to press the Royal Navy played their first-ever match against the British Police at Exeter. The Navy called up experienced senior players Cdr. Burton Toft (D.G. Ships) and Cdr. Brian Tayler (DGW(N)) and the result was a very close and enjoyable match with the Navy winning 3-2.

## SHORT WORK

The Police started strongly at fourth string where Chaffeur, looking as if he should have been playing higher, made short work of Sgt. Peter Best (CTRM) but the balance was redressed by Lieut.-Cdr. Alec Johnstone (H.M.S. Hecate) at No. 5 who won a very close contest in the fifth game.

Following an easy win by Sauvage, the Navy captain, at No. 3, Toft, playing at first string, found himself outgunned by a promising Lancashire junior, Sharrock, by three games to one. It was left to the experience of Tayler, at second string, to provide a convincing 3-0 win and ensure the Navy's unbeaten record.

Maj. Simon Pack (DN Plans) has also played for the Navy this season.

# SUPER SIX IN ON THE DOUBLE!

A very strong naval element helped Combined Services to their first ever water polo "double" over British Police and the Civil Service in their annual three-day tournament at Manchester.

Combined Services were second in the swimming match.

Coached by CPO Terry Holder (Devonport FMG) and managed by Lieut.-Cdr. Peter Greenwood (H.M.S. Collingwood), the Services polo team included six players from the Royal Navy and Royal Marines. They were the team captain, Cpl Keith Sturgess (845 Sqn), POAF Tiny Marshall (H.M.S. Heron), Sub-Lieut. Dave Edwards (Birmingham University) and LPT Mickey Flaherty (H.M.S. Eskimo).

**Scores were:** Civil Service 7, Police 11; Combined Services 7, Civil Service 6; Combined Services 7, Police 3.

It was a superb performance by the servicemen, against two very strong teams studded with inter-

## WATER POLO

national players. Sturgess and Marshall were outstanding.

In the swimming competition, Dave Edwards won the 100m in an excellent 55.3 sec. and was second in both 400m and 200m freestyle.

SEA Gary Thomas (H.M.S. Sultan) was the other male representative from the Navy, and he produced a personal best in the 100m breaststroke.

The ladies team was captained by Third Officer Jaqui Eaton (H.M.S. Excellent), and included PO Wren Maggie Bolam (H.M.S. Mercury) and LWren Sue Annettes and Wren Val Alderton, both of H.M.S. Osprey.

## Heron's triumph

H.M.S. Heron won the 1980 Naval Air Command basketball championships with a clean sweep of victories. H.M.S. Daedalus, the home side, were second, H.M.S. Osprey were third, and H.M.S. Seahawk, the 1979 champions, finished fourth.

## BASKETBALL

Navy's junior team won the Inter-Services in 1977 and 1980, and could form the nucleus of a winning senior team in the future.



## Ships detach to the Gulf

As fighting continued in the Iraq-Iran war zone, H.M. ships Coventry and Alacrity, with RFA Olwen, were detached from the Navy's Far East deployment to take up station in the Gulf of Oman as a precautionary measure.

During the later stages of the deployment places visited by various ships of the group have included South Korea, Brunei, Japan (including Tokyo), Hong Kong and Singapore.

In late October-early November H.M. ships Antrim and Naiad were exercising with U.S. Navy ships in the Indian Ocean. H.M.S. Galatea, delayed in Hong Kong, was rejoining the group later.

Ships of the group are due to come home through the Mediterranean.

### Prince learns management

Following flying training with the R.A.F., Midshipman Prince Andrew went on course at the Divisional and Management School in H.M.S. Excellent during the last week of October, and in early November was attending the Phoenix NBCD course.

In mid-November he starts flying training with 705 Squadron at R.N. air station Culdrose.

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## MEDWAY MIXTURE!

There were stirring times for Medway when the new Flag Officer (Rear-Admiral George Brewer) joined the youngest ratings in H.M.S. Pembroke for the traditional ceremony of the mixing of the Christmas pud.

Ingredients for the massive mixture included 80 eggs, 20lb each of suet, raisins and sultanas, two bottles of rum and a dozen large bottles of stout.

Taking part in the ceremony with the Admiral are Wren Writer Jennifer White (17) and Junior Assistant Cook Michael Williams (16).

## Time runs out on lone rower

Time appears to have run out on lone Atlantic rower, PO Kenneth Kerr. He is now several weeks overdue for his landfall on the west coast of Ireland, and he would long ago have exhausted his food supply.

PO Kerr, a submariner based in H.M.S. Dolphin, set out from Newfoundland on May 21 to row the Atlantic in the 13ft. glass fibre dinghy, Bass Conqueror. It was the smallest boat ever used for such an attempt.

Although Atlantic shipping is no longer being asked to keep a watch out for PO Kerr, the Army at Blandford continues to listen on his frequency — a task in which they have been joined by scores of radio hams up and down the country.

Mr. David Scrimgeour, of Tennent Caledonian Breweries Ltd., PO Kerr's sponsors, told Navy News that he had not yet given up hope. Kenneth Kerr's call sign had been picked up twice in early October, and mackerel fishermen now active off the west coast would be keeping watch for Bass Conqueror.

# Versatile Castle takes to the sea

First of the new Castle class offshore patrol vessels for the Royal Navy, H.M.S. Leeds Castle was launched at Aberdeen on October 22 by Mrs. Peggy Speed, wife of the Navy Minister.

The Leeds Castle is the first of two similar vessels being built by Hall Russell, the second — H.M.S. Dumbarton Castle — being due for launch early next year. Others are planned for the Royal Navy.

Known originally as OPV 2, the new design has been developed by MOD in collaboration with British Shipbuilders subsidiary Hall Russell from the Island-class offshore patrol vessels commissioned over the past four years.

The new ships, to be used for fishery protection within the 200-mile territorial limits, and for protection of offshore installations, are longer, faster and equipped to land and fuel a Sea King helicopter. There is a comprehensive and versatile computer and radar system.

### Marines

Of 1,450 tonnes displacement, the class is twin-screw design, with overall length of 81 metres, speed of about 20 knots and range of 10,000 miles. The ships will be able to accommodate about 50 officers and ratings, with temporary quarters for 25 Marines.

The Leeds Castle is due for acceptance next autumn and to enter service with the Fishery Protection Squadron at Rosyth.

The Navy's previous ships of the names Leeds Castle and Dumbarton Castle were both Second World War corvettes.



H.M.S. Leeds Castle after her Aberdeen launching.

## OFFICER-OF-DAY ROLE FOR WRNS

WRNS officers may now be officers of the day, at the discretion of their commanding officers.

These duties have already been carried out by WRNS officers in some instances, it is understood. Now it is formally approved in line with policy that WRNS officers should be employed in a progressively widening range of appointments and duties.

At the same time it is emphasized that the training and experience of some WRNS officers is relatively narrow and that all WRNS officers will require support in certain aspects of their new duties.

"In allocating these duties commanding officers will naturally need to exercise care to avoid situations which could cause a real risk of embarrassment or difficulty," it is stated.

### Another Turbulent

The next Fleet submarine for the Royal Navy, to follow H.M. submarine Trafalgar, will be named Turbulent. She will be the fifth R.N. vessel of the name.

Other ship names to be noted for the future are Beaver and Boxer, both of which will be Type 22 frigates.